

**North Yorkshire County Council**

**Business and Environmental Services**

**Executive Members**

**21 February 2020**

**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 Five 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 applications have 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 Dial-a-Ride Scarborough & District provides safe, reliable, affordable and accessible community transport for older people, people with a disability or because of limited access to Public Transport. This application is requesting a grant (75%) towards the purchase of a fully accessible minibus to replace an existing minibus which is now eight years old and becoming increasingly expensive to maintain.
- 4.2 Ryedale Community Transport provides accessible community transport for older people, people with a disability, or isolated rural communities. This application is requesting a grant (75%) towards the purchase of a specialist fully accessible minibus to replace an existing specialist minibus which is now nine years old and becoming increasingly expensive to maintain.

- 4.3 Stokesley & District Community Care Association operates two minibuses and is applying for funding to address a shortfall of £10,000 towards the purchase of a new replacement minibus. Stokesley CCA was awarded a capital grant of £34,200 in March 2019 as a 75% contribution for the purchase of a replacement vehicle but, the cost was subsequently found to be considerably more. Although Stokesley CCA has been proactive in seeking other funding the organisation now requires an additional £10,000 to complete the purchase. This grant application, in conjunction with the grant awarded in March 2019 represents a 60% contribution towards the purchase of a new minibus which will ensure that Stokesley & District Community Care Association can continue to provide their wide range of services.
- 4.4 Thirsk District Community Minibus Association provides affordable group community transport for Thirsk, Sowerby and the surrounding area for a wide range of groups. This grant, which would provide 50% of the necessary funds to purchase a new accessible minibus will replace an existing non-accessible minibus which is ten years old and becoming increasingly expensive to maintain.
- 4.5 Whitby & District Community Transport provides accessible transport for older people, people with a disability or because of limited access to public transport. This application is requesting a grant (75%) towards the purchase of a new accessible additional minibus to extend the current dial-a-ride service into the Esk Valley.
- 4.6 Table 1 Summary of Applications

<b>Applicant</b>	<b>Description</b>	<b>Cost £ 2019/20</b>	<b>Total £</b>	<b>Recommendation</b>
Dial-a-Ride Scarborough & District	New wheelchair accessible minibus (75%)	29,293	29,293	Approve
Ryedale Community Transport	New specialist wheelchair accessible minibus (75%)	58,230	58,230	Approve
Stokesley & District Community Care Association	New wheelchair accessible minibus (60% overall in conjunction with previous grant)	10,000	10,000	Approve
Thirsk District Community Minibus Association	New wheelchair accessible minibus (50%)	30,000	30,000	Approve
Whitby & District Community Transport	New wheelchair accessible minibus (75%)	39,903	39,903	Approve
<b>TOTAL</b>		<b>167,426</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 Consideration has been given as to whether the grant funding for any for the five 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 unlawful State aid to apply, 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 five applicants above would not distort, or threaten to distort competition, in the community transport market, as the provision of the grant will be used to support either remote or rural low demand areas that do not meet the criteria for supported bus service or accessible transport with more personal assistance for people who have difficulty using conventional public transport services, these services are not attractive to commercial suppliers. Furthermore, it is considered that the provision of local transport services via grants of this nature to disabled or vulnerable individuals in predominately rural areas will not affect trade between Member States.
- 5.5 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.
- 5.6 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 Countywide BES budget for Community Transport for the financial year 2019/20 is £373,600. With current expenditure and grant applications, as set out in Table 1 above, the estimated outturn is £362,600. This would leave £11,000 uncommitted for the remainder of the financial year.
- 7.2 Assuming the recommendations are accepted, this is affordable from the community transport element of the IPT base budget.

**8.0 Recommendation**

- 8.1 That the Corporate Director – Business and Environmental Services approves grant funding to the five applicants for the projects listed in Table 1 at 4.6.

IAN FIELDING

Assistant Director – Transport, Waste and Countryside Services

Author of Report: Dianne Pottage

Background Documents: None

<b>Project Name</b>	<b>Accessible Minibus</b>	<b>Date January 2020</b>		
<b>Name of Organisation</b>	Dial-a-Ride Scarborough & District			
<b>Main contact name</b>	Julie Banks			
<b>Telephone</b>	01723 354434	<b>Email:</b> julie@scarborougdialaride.org		
<b>Total funding requested</b>	29,293			
<b>PROJECT DESCRIPTION:</b>				
<p>Dial-a-Ride Scarborough &amp; District is requesting a contribution of 75% towards the purchase of a fully accessible Renault Master minibus that will incorporate a rear hydraulic tail lift and a side drop down step with hi-vis integrated grab rails. The vehicle will be capable of accommodating up to 12 seated passengers or 2 passengers travelling in wheelchairs plus 4 seated passengers.</p> <p>Daily services are available enabling access to health care, day and respite care, shopping, support groups etc.</p>				
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	High demand for services, above average population of older adults and low car ownership.		
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Clients are able to access health services (53%), as well as doing their own shopping (52%). Being able to make this journey with Dial-a-Ride reduces isolation (40%). Source: Dial-a-Ride Scarborough & District 2019 survey.		
<b>Meets or exceeds quality standard (Yes/No and evidence)</b>	Y	Midas training provided to all driving staff and volunteers. 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 number of journeys provided.		
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	29,500 (non contracted journeys)		
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>This vehicle will be staffed entirely by volunteers, making it a very sustainable solution.</b>			
<b>Recommendation</b>	Approve			

<b>Project Name</b>	<b>Replacement Minibus Programme 2019/20</b>	<b>Date January 2020</b>		
<b>Name of Organisation</b>	Ryedale Community Transport			
<b>Main contact name</b>	Kenneth Gill			
<b>Telephone</b>	01653 699059	<b>Email:</b> ken.gill@ryedalect.org		
<b>Total funding requested</b>	58,230			
<b>PROJECT DESCRIPTION:</b>				
<p>Ryedale Community Transport is requesting a contribution of 75% towards the purchase of a Mellor Tucana II minibus that will replace an existing 9 years old minibus. The vehicle will incorporate a rear tail lift and kneel at the side entrance with no internal steps or raised areas, plus handrail and safety bars. The vehicle will be capable of accommodating up to 16 seated passengers or 5 passengers travelling in wheelchairs plus 4 seated passengers.</p> <p>Daily services are available enabling access to health care, day and respite care, support groups etc.</p>				
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	Valuable local services, which otherwise would not be available.		
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Clients are able to access essential services, and also reduce isolation		
<b>Meets or exceeds quality standard (Yes/No and evidence)</b>	Y	Midas training provided to all driving staff and volunteers. 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		
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	10,800 (non contracted journeys)		
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>Funding is required for service continuity and development</b>			
<b>Recommendation</b>	Approve			

<b>Project Name</b>	<b>New Minibus</b>	<b>Date January 2020</b>
<b>Name of Organisation</b>	Stokesley and District Community Care Association	
<b>Main contact name</b>	Philip Henderson	
<b>Telephone</b>	01642 710085	<b>Email:</b> manager@stokesleycca.org.uk
<b>Total funding requested</b>	10,000	
<b>PROJECT DESCRIPTION:</b>		
<p>Stokesley and District Community Care Association is requesting funding of £10,000 in order to meet a funding shortfall towards the purchase of a Fiat Ducato accessible minibus to replace the older of two current vehicles in use. The vehicle is becoming increasingly expensive to maintain.</p> <p>In March 2019, Stokesley CCA was awarded a capital grant of £34,200 as 75% contribution for the purchase of this vehicle (initial total cost £45,600), having then ordered the vehicle it became clear that the cost was going to be considerably more (£71,894.20 total cost). Stokesley CCA has been proactive in seeking other funding having raised £27,694 but has a shortfall of £10,000.</p> <p>The vehicle will be used to provide daily services to enable access to health care, day and respite care, shopping, support groups etc.</p>		
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	Valuable local services which otherwise would not be available.
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Clients are able to access essential services, and also reduces isolation.
<b>Meets or exceeds quality standard (Yes/No and evidence)</b>	Y	Midas training provided to all driving staff and volunteers.
<b>Demonstrates organisational efficiency, financial management and partnership approach</b>	Y	Good use of volunteers and works with other CT schemes in the area.
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	Current usage approximately 6,500 passenger journeys per annum. Increase to 7,000 passenger journeys per annum over three years.
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>Funding is required for service continuity and development</b>	
<b>Recommendation</b>	Approve	

<b>Project Name</b>	<b>Keep Us Moving!</b>	<b>Date January 2020</b>
<b>Name of Organisation</b>	Thirsk District Community Minibus Association	
<b>Main contact name</b>	Alexandra Little	
<b>Telephone</b>	07977 417428	<b>Email:</b> tdcma@btconnect.com
<b>Total funding requested</b>	30,000	
<b>PROJECT DESCRIPTION:</b>		
<p>Thirsk District Community Minibus Association is requesting funding towards the purchase of a new accessible minibus to replace an existing non-accessible minibus which is 10 years old and becoming increasingly expensive to maintain.</p> <p>The vehicle will be used to provide community transport for children and youth service providers, care homes, and charities.</p>		
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	Valuable local services, which otherwise would not be available.
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Group access to services and reduced isolation.
<b>Meets or exceeds quality standard (Yes/No and evidence)</b>	Y / N	The organisation will be required to demonstrate adherence to a recognised quality standard.
<b>Demonstrates organisational efficiency, financial management and partnership approach</b>	Y	Good use of volunteers and wide range of groups making use of the vehicles.
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	Current usage approximately 3,000 passengers per annum. Increase usage by 5% over three years
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>Funding is required for service continuity and development. Contribution of 50% towards the purchase of a new accessible minibus.</b>	
<b>Recommendation</b>	Approve	



<b>Project Name</b>	<b>New Accessible Minibus</b>	<b>Date January 2020</b>
<b>Name of Organisation</b>	Whitby & District Community Transport	
<b>Main contact name</b>	Alan Lund	
<b>Telephone</b>	01947 606440/602982	<b>Email:</b> alan@wdctwhitby.org
<b>Total funding requested</b>	39,903	
<b>PROJECT DESCRIPTION:</b>		
<p>Whitby &amp; District Community Transport is requesting a contribution of 75% towards the purchase of a fully accessible Volkswagen Crafter Maxi Startline which has removable seating to allow easy changes to the seating configuration and space for two wheelchair users.</p> <p>Daily services are available enabling access to health care, day and respite care, shopping, support groups etc.</p> <p>The vehicle will be used to expand the current dial-a-ride service into the Esk Valley.</p>		
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	Valuable local services which otherwise would not be available.
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Improve access to health services, and also reduce isolation.
<b>Meets or exceeds quality standard (Yes/No and evidence)</b>	Y	Midas training provided to all driving staff and volunteers. 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.
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	Current usage approximately 3020 dial-a-ride journeys per annum. Increase to 4,530 passenger journeys per annum over three years.
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>Funding is required for service continuity and development. The new minibus will be driven by volunteers.</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> Dianne Pottage (dianne.pottage@northyorks.gov.uk)	
<b>What are you proposing to do?</b>	
<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>	
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.	
<b>If there might be a negative impact on people with protected characteristics can this impact be reduced? How?</b>	
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.	

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.	
<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>	
No adverse impact is anticipated	
<b>Does the proposal relate to an area where there are known inequalities (e.g. disabled people’s access to public transport)?</b>	
Yes.	
<b>Could the proposal have a greater negative impact on people in rural areas?</b>	
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.	
<b>Could the proposal have a worse impact on people with less money?</b>	
No greater adverse impact has been identified	
<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>	
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.	
<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>	Yes
<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>	
<b>Date:</b>	