

North Yorkshire County Council

Business and Environmental Services

Executive Members

21 January 2022

Integrated Passenger Transport Fees and Charges

Report of the Assistant Director – Travel, Environmental and Countryside Services

1.0 Purpose of Report

- 1.1 To inform the Corporate Director Business and Environmental Services (BES) and Councillor Mackenzie, Executive Member for Access of increases to charges made for services provided by the Integrated Passenger Transport (IPT) and seek approval of the same.

2.0 Charges and Proposed Increases

- 2.1 The IPT team make charges, as permitted under section 111 of the Local Government Act 1972, and the income is retained by BES for the following services:

- Local bus service fares:
 - Services operated directly by IPT:

A fare is charged for passengers using the local bus services operated directly by IPT, as permitted under section 63 of the Transport Act 1985. The fare charged is based on a combination of the distance travelled and comparative fares charged by local bus operators on commercial services. The income is used to partially offset the operating costs of providing the service.

Many of these services have had no increase for a number of years and have fallen behind the fares charged on similar services. It is not appropriate for services operated by IPT to charge fares lower than other similar services. In the report presented to BES Executive members on 21 February 2020 increases of between 10-50p were proposed. However, these increases were not implemented due to the Covid -19 pandemic as the council was in receipt of Covid19 Bus Service Support Grant (CBSSG) and a grant condition prevented fares increases. It is now proposed to implement these increases from 03 April 2022. See Appendices 1 and 2 for full details.
 - Services operated by external supplier:

The park and ride service in Whitby is the only supported service where IPT receives the fares income paid by passengers. All other support by services the operator retains the fares income.

The main objectives of the park and ride service are to remove traffic from the town centre, alleviate congestion and decrease demand for parking which cannot be met during the summer months. The fares charged need to be attractive in relation to the town centre parking charges so as to not detract from usage and reduce the ability to reduce town centre congestion. As fares were not increased in 2020 an increase was planned for 2021, however this was not implemented due to the COVID -19 pandemic. It is now proposed that an increase will be applied from the first day of operation for the 2022 season. The different categories of fare increases are showing in Appendix 3 fare increase and they represent a fair and proportionate amount compared to inflation to cover the cost increases to the council over the last three years and are targeted to ticket types most often sold.

- Community transport fares: A fare is charged for registered members using the community transport service operated directly by IPT utilising the in-house vehicle fleet. The fare charged is based on a combination of the distance travelled and comparative fares charged on local bus services. The income is used to partially offset the operating costs of providing the service. There are no proposals to change these charges from April 2022. As there are disparities in the fare structure on these services an inflationary increase is not appropriate at this time and a review of all fares charged. This was due to take place during 2021 for implementation in 2022 but has not been completed due to the COVID-19 pandemic. A review will be undertaken during 2022 for implementation in April 2023. Current services are:
 - DR07 South Craven Village bus
 - DR06 North Craven Village bus
 - DR14 North Harrogate bus
 - DR04 South Harrogate Village bus
- Whitby bus station charges: A fare is charged for the departure of each local service bus using Whitby bus station. The current charge is 60p per departure and the Competition Commission sets out the methodology for calculating Departure Charges as such an inflationary increase may not be appropriate. A review of the departure charges was due to be undertaken in 2021 for implementation in 2022 but has not been completed due to the COVID-19 pandemic. A review will be undertaken during 2022 for implementation in April 2023, if appropriate. The income from this charge is used to partially offset the site operating costs.
- English National Concessionary Travel Scheme (ENCTS) travel pass replacement charge: The initial ENCTS travel pass is issued free of charge, as are replacement passes on expiry. On the 01 April 2020 we increased the replacement charge from £5-£10. However, No charges are made for a stolen bus pass on production of a crime reference number. Therefore, no increase will be implemented in the 2022 financial year.

2.2 IPT currently procures transport on behalf of schools and academies or provides professional advice on the same. Whilst the contract cost is covered by the relevant school or academy, IPT currently provide this service free of charge. Assessment work, including impact on staff, is currently ongoing to consider if this service should be provided on a more formal basis and appropriate charges made for the same. A separate report will be brought to the Corporate Director BES and the BES Executive Members should such a change be recommended.

2.3 IPT make charges in respect of the following services:

- Paid travel permits on education transport: Students not entitled to free school transport or assistance with transport to a sixth form college can apply for a paid bus pass on education transport provided for eligible students. Places are only offered where it is lawful to do so in line with PSVAR and where there is spare capacity on transport that is provided as a statutory duty. The fare charged is set by CYPS and the income is used to partially offset the contract cost.
- Additional cost charge for school time amendments: Transport is procured to achieve best value which can mean that students from different establishments are transported on the same transport. Should the opening hours of one of those establishments change additional transport may need to be procured. Additional charges incurred are notified to CYPS and then recharged to the relevant educational establishment. The income for these items is retained by CYPS and approval for such charges is agreed by CYPS Executive members. This information is therefore included for information and clarity only.

2.4 In addition, IPT makes charges, again as permitted under section 111 of the Local Government Act 1972, for ad-hoc minibus/driver hire, Section 19 permits and provision of Minibus Driver Awareness Scheme (MiDAS) courses. However, income is minimal or matches the charges made to IPT.

3.0 Income

3.1 Income from fees and charges, where such income is retained by IPT, is set out in Table 1 below:

IPT income stream	2020/21 Income (£)	2021/22 Est Income (£)	2022/23 Est Income (£)
IPT fleet – Local Bus Service Fares/community transport fares	0	£35,000	£100,000
Services operated by external supplier - Local Bus Service Fares	£41,885	£148,900	£202,322
Yorbus	0	£5,000	£5,000
Whitby bus station departure charges	£5,772.50	£16,722.70	£17,000
ENCTS replacement passes	£5,315	£11,610	£20,000
DfT CBSSG	£1,311,111	£396,555	0

3.2 The Covid-19 pandemic has significantly impacted the income for 2020/2021 There are two reasons for this:

- Services Operate by External Supplier: The Whitby park and ride service did not operate for a period of time and whilst it has commenced operation again the number of passengers using the service is significantly reduced. Assuming the 2021/2022 period sees significant improvement on COVID-19, it could be possible for the service to see an increase in passengers, which would have a positive impact on the income for the given period.
- IPT Fleet (Local Bus Service Fares and Community Transport Fares): As part of a number of measures put in place to reduce the risk of transmitting the infection the taking of cash fares was suspended, however as of June 2021 the suspension was removed. Investigations are ongoing to source a cost effective contactless payment facility.
- The council and bus operators were in receipt of a Covid19 Support Grant (CBSSG) from DfT. The local transport authority element was allocated to support local bus services such as tendered bus services that may have been experiencing revenue shortfalls. The bus operator element The CBSSG is a funding mechanism to ensure that sufficient bus services continue to operate in the right places, and at the right times of day, during the COVID-19 outbreak to meet expected demand whilst maintaining appropriate patronage levels. The CBSSG is designed to provide additional funding on top of continued payments from the public sector to bus operators (such as BSOG, concessionary travel reimbursement and home to school transport and tendered service contract payments) at pre-pandemic levels, as requested by Ministers.
- All bus operators who receive the grant are expected to provide an agreed percentage of their normal Pre Covid bus service network and to engage with the relevant local authorities to determine what this should be. The terms and conditions of both grants prevent fares increases being applied. Therefore, if the current pandemic continues and the grants continue to be paid, with the condition preventing fares increases, fares increases will be applied from when the council are able to.

4.0 Equalities Implications

- 4.1 The proposed recommendation is to approve the proposed charges to the services provided by the Integrated Passenger Transport Team. This proposal has no direct impact on most groups of people with protected characteristics, however it is recognised that increasing some charges does have a minor impact on older people, people with a disability, females and some people from ethnic minorities, as they are more likely to travel by bus. However, given the existence of the concessionary travel scheme those people eligible for a pass will be insulated from the impacts of local bus fare rises given they are entitled to travel free. People living in rural areas, young people living in rural areas, unpaid carers and those on a low income may also be adversely impacted and may not be eligible for a concessionary so will not be insulated as highlighted above.
- 4.2 Officers will be mindful of the impact and potential effects the proposed recommendation may have on these groups and monitoring will be undertaken as detailed in section 11 of Appendix 4.
- 4.3 An Equalities Impact Assessment is included as Appendix 4 of this report.

5.0 Financial Implications

- 5.1 The financial implications are detailed in section 3 above.
- 5.2 The proposed recommendation has no additional costs. The impact will be income neutral in some areas and increased income in others.

6.0 Legal Implications

- 6.1 The County Council has a wide range of statutory duties imposed by a variety of legislation relating to passenger transport.
- 6.2 The review has been carried out with consideration to relevant legislation such as the Transport Act 1985, Transport Act 2000 and Education Act 1996, in addition to section 111 of the Local Government Act 1972.

7.0 Climate change Implications

- 7.1 Consideration has been given to the potential for any adverse climate change impacts arising from the recommendation. This proposal has some direct impact on greenhouse gas emissions and pollutions if people decide to use their own car instead of public transport due to the increase of fares on some services.
- 7.2 A Climate change Impact assessment is included as Appendix 5 of this report.

8.0 Recommendation

- 8.1 In consultation with Councillor Mackenzie, Executive Member for Access, the Corporate Director BES approves the charges made for services provided by the Integrated Passenger Transport team as detailed in Section 2.

MICHAEL LEAH
Assistant Director – Travel, Environmental and Countryside Services

Author of Report: Cathy Knight

Background Documents: none

Proposed fares - Town Bus Services				
Service	Adult single	Adult ret	Child single	Child ret
4 Scarborough	2.00	3.00	1.00	1.50
12 Carleton	2.00	3.00	1.00	1.50
14 Embsay	2.00	3.00	1.00	1.50
16 Horse Close	2.00	3.00	1.00	1.50
31 Richmond	2.00	3.00	1.00	1.50
44 Scarborough	2.00	3.00	1.00	1.50
73 Greenacres	2.00	3.00	1.00	1.50
74 Northallerton	2.00	3.00	1.00	1.50
RCC Ripon	2.00	3.00	1.00	1.50
170 Pickering	2.00	3.00	1.00	1.50
193 Malton	2.00	3.00	1.00	1.50

Proposed rate of increase for Non - Town Services		
Current	Proposed Increase	
1.00-2.90	10p	4-10%
3.00-4.90	20p	4-7%
5.00-6.90	30p	4-6%
7.00-8.90	40p	4-6%
9.00 over	50p	

Current fare tables for Non-Town Services below

Proposed return fare calculator for IPT Fleet supported local bus service fares

Adult single	Adult Return	Child single	Child return	Adult single	Adult Return	Child single	Child return
1.10	2.00	0.55	1.00	5.90	10.60	2.95	5.30
1.20	2.20	0.60	1.10	6.00	10.80	3.00	5.40
1.30	2.30	0.65	1.15	6.10	11.00	3.05	5.50
1.40	2.50	0.70	1.25	6.20	11.20	3.10	5.60
1.50	2.70	0.75	1.35	6.30	11.30	3.15	5.65
1.60	2.90	0.80	1.45	6.40	11.50	3.20	5.75
1.70	3.10	0.85	1.55	6.50	11.70	3.25	5.85
1.80	3.20	0.90	1.60	6.60	11.90	3.30	5.95
1.90	3.40	0.95	1.70	6.70	12.10	3.35	6.05
2.00	3.60	1.00	1.80	6.80	12.20	3.40	6.10
2.10	3.80	1.05	1.90	6.90	12.40	3.45	6.20
2.20	4.00	1.10	2.00	7.00	12.60	3.50	6.30
2.30	4.10	1.15	2.05	7.10	12.80	3.55	6.40
2.40	4.30	1.20	2.15	7.20	13.00	3.60	6.50
2.50	4.50	1.25	2.25	7.30	13.10	3.65	6.55
2.60	4.70	1.30	2.35	7.40	13.30	3.70	6.65
2.70	4.90	1.35	2.45	7.50	13.50	3.75	6.75
2.80	5.00	1.40	2.50	7.60	13.70	3.80	6.85
2.90	5.20	1.45	2.60	7.70	13.90	3.85	6.95
3.00	5.40	1.50	2.70	7.80	14.00	3.90	7.00
3.10	5.60	1.55	2.80	7.90	14.20	3.95	7.10
3.20	5.80	1.60	2.90	8.00	14.40	4.00	7.20
3.30	5.90	1.65	2.95	8.10	14.60	4.05	7.30
3.40	6.10	1.70	3.05	8.20	14.80	4.10	7.40
3.50	6.30	1.75	3.15	8.30	14.90	4.15	7.45
3.60	6.50	1.80	3.25	8.40	15.10	4.20	7.55
3.70	6.70	1.85	3.35	8.50	15.30	4.25	7.65
3.80	6.80	1.90	3.40	8.60	15.50	4.30	7.75
3.90	7.00	1.95	3.50	8.70	15.70	4.35	7.85
4.00	7.20	2.00	3.60	8.80	15.80	4.40	7.90
4.10	7.40	2.05	3.70	8.90	16.00	4.45	8.00
4.20	7.60	2.10	3.80	9.00	16.20	4.50	8.10
4.30	7.70	2.15	3.85	9.10	16.40	4.55	8.20
4.40	7.90	2.20	3.95	9.20	16.60	4.60	8.30
4.50	8.10	2.25	4.05	9.30	16.70	4.65	8.35
4.60	8.30	2.30	4.15	9.40	16.90	4.70	8.45
4.70	8.50	2.35	4.25	9.50	17.10	4.75	8.55
4.80	8.60	2.40	4.30	9.60	17.30	4.80	8.65
4.90	8.80	2.45	4.40	9.70	17.50	4.85	8.75
5.00	9.00	2.50	4.50	9.80	17.60	4.90	8.80
5.10	9.20	2.55	4.60	9.90	17.80	4.95	8.90

Proposed return fare calculator for IPT Fleet supported local bus service fares							
5.20	9.40	2.60	4.70	10.00	18.00	5.00	9.00
5.30	9.50	2.65	4.75	10.10	18.20	5.05	9.10
5.40	9.70	2.70	4.85	10.20	18.40	5.10	9.20
5.50	9.90	2.75	4.95	10.30	18.50	5.15	9.25
5.60	10.10	2.80	5.05	10.40	18.70	5.20	9.35
5.70	10.30	2.85	5.15	10.50	18.90	5.25	9.45
5.80	10.40	2.90	5.20				

Fares and Ticketing (Current Rates)

Fares for Whitby Park and Ride

The fares of the contract are:

<u>Adult</u> <ul style="list-style-type: none"> • Single £1.70 • Day Ticket £2.50 	<u>Concessionary</u> This fare applies to any journey made on production of a valid English National Concessionary Travel Pass at any time. <ul style="list-style-type: none"> □ Day Ticket £1.50
<u>Young Person (5- under 17)</u> <ul style="list-style-type: none"> • Single £0.90 • Day Ticket £1.50 	<u>Family</u> Up to two children (aged under 17) and two adults <ul style="list-style-type: none"> □ Day Ticket £5.

Fares and Ticketing (Proposed Increase)

Fares for Whitby Park and Ride

The fares of the contract are:

<u>Adult</u> <ul style="list-style-type: none"> • Single £1.70 • Day Ticket £2.60 	<u>Concessionary</u> This fare applies to any journey made on production of a valid English National Concessionary Travel Pass at any time. <ul style="list-style-type: none"> □ Day Ticket £1.60
<u>Young Person (5- under 17)</u> <ul style="list-style-type: none"> • Single £0.90 • Day Ticket £1.60 	<u>Family</u> Up to two children (aged under 17) and two adults <ul style="list-style-type: none"> □ Day Ticket £5.20

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

(Form updated April 2019)

Integrated Passenger Transport Service Charges

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如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。
اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Business and Environmental Services Integrated Passenger Transport
Lead Officer and contact details	Cathy Knight ext5134 Cathy.Knight @northyorks.gov.uk
Names and roles of other people involved in carrying out the EIA	Catherine Price, Passenger Transport Contracts and Commissioning Manager Andrew Sharpin, Fleet and Operations Manager
How will you pay due regard? e.g. working group, individual officer	Officers will consider the council's equality duty and be mindful of the impact and potential effects of any proposed changes in fees and charges to people with any of the
	protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics throughout the review and recommendation process. Due consideration will be given to reducing or removing any adverse effects.
When did the due regard process start?	December 2021

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

Reviewing the existing external fees and charges made by the Integrated Passenger Transport team and implementing changes to charges to ensure that the authority can cover legitimate costs.

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

To ensure that the authority can cover legitimate costs. For example the cost of staff time and external production costs for replacement bus passes, which are considered legitimate costs.

Section 3. What will change? What will be different for customers and/or staff?

The authority has three options in reviewing the fees and charges made by the Integrated Passenger Transport Team:

1. No change to the existing fees and charges.
2. An inflationary increase should be applied to one or more fee or charge.
3. An above inflation increase should be applied to one or more fee or charge.

A combination of options 1 and 2 provides the most desirable outcome as increases are only targeted to those services where required to ensure the authority can cover its legitimate costs.

Implementing option 3 would mean that older people, people with a disability, females and some people from ethnic minorities would be adversely affected as they are more likely to travel by bus. This option has therefore not been chosen.

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

Fees and charges will remain the same for some services and increase for other services to ensure that the council can cover its legitimate costs, as such no additional public consultation will be undertaken.

Benchmarking and sampling of a number of charges has been undertaken against other authority charges for similar services and local bus operator charges to ensure the proposals are consistent with fees and charges of other providers.

Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

The proposed recommendation has no additional costs. The impact will be income neutral in some areas and increased income in others.

Section 6. How will this proposal affect people with	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
protected characteristics?				
Age			x	<p>People aged 30-59 make proportionally fewer bus trips per person than those aged under 30 and over 60. People aged 17-20 make an average of 101 bus trips per year compared to an average of 52 across all ages.</p> <p>Given the existence of the concessionary travel scheme, those people eligible for a pass will be insulated from the impacts of local bus fare rises given they are entitled to travel for free.</p> <p>Increasing the publicity of the concessionary travel schemes could also have a positive impact on travellers, as some may not be aware of the different types of schemes they could benefit from.</p>
Disability			x	<p>No specific data available but it is possible that some groups of people with a disability are less likely to hold a full driving licence compared to someone without a disability.</p> <p>Given the existence of the concessionary travel scheme, disabled people will be insulated from the impacts of local bus fare rises given they are entitled to travel for free.</p>
Sex			x	<p>Women use buses more frequently than men. Current DfT National Travel Survey (NTS) evidence suggests women made an average of 60 bus trips compared to 44 for men. Women are also less likely to have access to a car. NTS data suggest that only 67% of women held a full driving licence compared to 80% of men.</p>
Race			x	<p>Previous NTS data has shown that adults from ethnic minorities are more likely to live in a household without a car compared to a White British adult. For example, according to NTS 2009 data, 17% of White British adults lived in a house without access to a car compared to 44% of Black African adults. In addition, adults from ethnic minorities make twice as many local bus trips per year than White British adults.</p>

Gender reassignment	x			No evidence of impact on grounds of gender reassignment.
Sexual orientation	x			No evidence of impact on grounds of sexual orientation.
Religion or belief	x			No evidence of impact on grounds of religion or belief.
Pregnancy or maternity	x			No evidence of impact on grounds of pregnancy or maternity.
Marriage or civil partnership	x			No evidence of impact on grounds of marriage or civil partnership.

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
..live in a rural area?			x	Accessing services can be problematic for people living in rural areas, for example lack of transport is often cited as a barrier to accessing employment by people living in rural areas.
...have a low income?			x	People on low income are less likely to have access to a car and are therefore likely to be more reliant on using buses.
...are carers (unpaid family or friend)?			x	Carers who are unpaid or receive very low income may not have their own car and therefore rely on bus services, the increase of fares could make this reliance even more difficult to finance.

Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)

North Yorkshire wide	x
Craven district	
Hambleton district	
Harrogate district	
Richmondshire district	
Ryedale district	
Scarborough district	
Selby district	

If you have ticked one or more districts, will specific town(s)/village(s) be particularly impacted? If so, please specify below.

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Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.

Older women

People on low income living in rural areas particularly women

Women living in rural areas

Disabled people living in rural areas

Disabled people on low income

Unpaid Carers on low income

Young people living in rural areas

These groups are generally more reliant on public transport and will therefore be impacted by any increase in local bus fares.

Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	X
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
<p>Explanation of why option has been chosen. (Include any advice given by Legal Services.)</p> <p>There is an adverse impact, the council has three options, the decision is to pursue with option 3 as the preferred option as this has the least impact groups with the protected characteristics including those referred to in section 9 above.</p> <p>Current mitigations are now in place including the existence of the concessionary travel scheme, those people eligible for a pass will be insulated from the impacts of local bus fare rises given they are entitled to travel for free.</p> <p>Whilst the proposed inflationary increases range from 10-50p. A number of these fares have not been adjusted for some time. As such the proposed fares are on a par with what would have been charged if an inflationary increase had been applied each year. The council does not currently recover its full costs for operating the services for the fare income by way of mitigating unreasonable charges to passengers including those of protected characteristics.</p> <p>Officers will be mindful of the impact and potential effects the proposed recommendation may have on these groups and monitoring will be undertaken as detailed in section 11.</p>	

Section 11. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

- Monitor correspondence and complaints following the introduction of any changes
- Monitoring of the services through on-going contract management
- Feedback from users, operators, Parish Councils, County Councillors and other stakeholders

Section 12. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements
Monitor bus patronage usage	Operator/contract manager	Ongoing	Ongoing	Through normal business processes
Monitor ENCTS usage	Operator/contract manager	Ongoing	Ongoing	Through normal business processes

Section 13. Summary Summarise the findings of your EIA, including impacts, recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The proposed recommendation is to approve the proposed charges to the services provided by the Integrated Passenger Transport Team. This proposal has no direct impact on most groups of people with protected characteristics, however it is recognised that increasing some charges does have a minor impact on older people, people with a disability, females, and some people from ethnic minorities as they are more likely to travel by bus. However, given the existence of the concessionary travel scheme those people eligible for a pass will be insulated from the impacts of local bus fare rises given they are entitled to travel free.

People living in rural areas, young people living in rural areas, unpaid carers, and those on a low income may also be adversely impacted and may not be eligible for a concessionary so will not be insulated as highlighted above.

Increasing the publicity around the different concessionary travel schemes available may have a direct positive impact for customers overall, as it could be possible some travellers are unaware of the schemes and do not currently take full advantage of them.

Officers will be mindful of the impact and potential effects the proposed recommendation may have on these groups and monitoring will be undertaken as detailed in section 11.

Section 14. Sign off section

This full EIA was completed by:

Name: Cathy Knight

Job title: Commercial Sector Service Development Manager **Directorate:** Business and Environmental Services **Signature:**

Completion date: *21st December 2021*

Authorised by relevant Assistant Director (signature): M Leah

Date: 05 January 2022



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following: Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Fees and Charges Report
Brief description of proposal	To inform the Corporate Director Business and Environmental Services (BES) of increases to charges made for services provided by the Integrated Passenger Transport (IPT) and seek approval of the same.
Directorate	Business and Environmental Services
Service area	IPT
Lead officer	Cathy Knight
Names and roles of other people involved in carrying out the impact assessment	Catherine Price, Passenger Transport Contracts and Commissioning Manager Andrew Sharpin, Fleet and Operations Manager
Date impact assessment started	December 2021

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

The authority has three options in reviewing the fees and charges made by the Integrated Passenger Transport Team:

1. No change to the existing fees and charges.
2. An inflationary increase should be applied to one or more fee or charge.
3. An above inflation increase should be applied to one or more fee or charge.

A combination of options 1 and 2 provides the most desirable outcome as increases are only targeted to those services where required to ensure the authority can cover its legitimate costs.

Implementing option 3 would mean that older people, people with a disability, females and some people from ethnic minorities would be adversely affected as they are more likely to travel by bus. This option has therefore not been chosen.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The proposed recommendation has no additional costs. The impact will be income neutral in some areas and increased income in others.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact Place a X in the box below where relevant</p>	<p>No impact Place a X in the box below where relevant)</p>	<p>Negative impact Place a X in the box below where relevant</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>		<p>X</p>	<p>Whilst some charges are being increased, a number have not been increased for some time, as such the proposed fares are on a par with what would have been charged if an inflationary increase had been applied each year. However, there is a risk that some existing users may choice to travel by an alternative mode and not use the bus due to the increase in fares. Therefore, there may be an increase greenhouse gas emission.</p>	<p>Ensure service data is captured to assess passenger numbers / journeys to make informed decisions</p>	<p>N/A</p>
	<p>Emissions from construction</p>	<p>X</p>				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact Place a X in the box below where relevant</p>	<p>No impact Place a X in the box below where relevant</p>	<p>Negative impact Place a X in the box below where relevant</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
	Emissions from running of buildings		X				
	Other		X				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X					
<p>Reduce water consumption</p>		X					
<p>Minimise pollution (including air, land, water, light and noise)</p>			X	<p>Whilst some charges are being increased, a number have not been increased for some time, as such the proposed fares are on a par with what would have been charged if an inflationary increase had been applied each year. However, there is a risk that some existing users may choose to travel by an alternative mode and not use the bus due to the increase in fares. Therefore, there may be an increase in pollution.</p>	<p>Ensure service data is captured to assess passenger numbers / journeys to make informed decisions.</p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact Place a X in the box below where relevant</p>	<p>No impact Place a X in the box below where relevant</p>	<p>Negative impact Place a X in the box below where relevant</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>X</p>				
<p>Enhance conservation and wildlife</p>		<p>X</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>X</p>				
<p>Other (please state below)</p>		<p>X</p>				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

Not currently aware of any good practice relating to this.

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

If people chose to use the car over the bus, due to the increase of fares, there is an expectation that the emissions will increase across certain areas of North Yorkshire. The same is applicable to pollution.

It is anticipated that there will be minimal, if any, impact on waste, water consumption, resilience, conservation and distinctive features and special qualities of North Yorkshire’s landscape.

Sign off section

This climate change impact assessment was completed by:

Name	Cathy Knight
Job title	Commercial Sector Service Dev Manager
Service area	IPT
Directorate	BES
Signature	Cathy Knight
Completion date	27.10.2020

Authorised by relevant Assistant Director (signature): M Leah

Date: 21 December 2021