

North Yorkshire Council

Executive

19 September 2023

Bus Service Improvement Plan (BSIP+) - Grant Funding Acceptance

Report of the Corporate Director, Environment

1.0 PURPOSE OF REPORT

- 1.1 To recommend that the Executive authorises the acceptance of the total grant of £2,927,376 from the Department for Transport titled 'BSIP+', broken down into two equal allocations of £1,463,688 for 2023/24 and 2024/25.

2.0 BACKGROUND

- 2.1 In Spring 2021 the Department for Transport (DfT) published the National Bus Strategy. The strategy required all Local Transport Authorities to write and submit a Bus Service Improvement Plan (BSIP) by October 2021.
- 2.2 As part of the National Bus Strategy, Local Authorities also had to enter into an Enhanced Partnership with bus operators or commit to franchising, to ensure any existing funding could continue and allow authorities to receive new sources of bus funding. In April 2022 the Council entered an Enhanced Partnership with bus operators.
- 2.3 Following the submission of the BSIP, in Spring 2022 the DfT announced which authorities would receive funding to deliver their BSIPs. Over 70 BSIP's were prepared nationally and submitted for funding; however only 31 BSIPs received funding. Unfortunately, North Yorkshire was not successful in receiving any funding to deliver the BSIP priorities.
- 2.4 The BSIP is a live document and requires annual updates. Meetings of the Enhanced Partnership have also been taking place since it was established in April 2022.

3.0 BSIP+ FUNDING

- 3.1 On 18 May 2023, North Yorkshire Council (NYC) received a letter from the DfT detailing funding that had been allocated to all Local Transport Authorities in England. A fund totalling £160m has been made available over 2023/24 and 2024/25, to help improve bus services, whilst allowing authorities to make local decisions on protecting services. North Yorkshire has been allocated £2.93m revenue funding to support bus services and the delivery of our BSIP in 2023/24 and 2024/25. North Yorkshires total allocation is set out in the table below:

	Funding Allocation
2023/2024	£1,463,688
2024/2025	£1,463,688
Total	£2,927,376

- 3.2 The guidance received from the DfT says that they expect LTAs to use the funding to maintain existing service levels based on local circumstances and need. They want us to use the funding to deliver what we feel are the best overall outcomes in growing long term patronage, revenues and thus maintaining service levels, whilst maintaining essential social and economic connectivity for our communities.

- 3.3 Given that the previous Local Transport Fund (LTF) has now been replaced by this funding it is necessary for us to use this funding to maintain our network of supported bus services and to work with bus operators in relation to their commercial networks where relevant.
- 3.4 The Department for Transport require signoff of the Grant Acceptance form (Appendix A), Memorandum of Understanding (Appendix B) and an Annual Assurance Statement (Appendix C) before funds are released. The Annual Assurance Statement is to be signed by the Section 151 officer (section 7.1 in the Memorandum of Understanding).

4.0 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 N/A - Not accepting this grant would mean that funding for bus services would be significantly reduced, and a number of services would be at risk of being withdrawn.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The council will receive £2.93m in revenue funding across two financial years to manage and allocate within the guidelines of the Grant Determination Letter and the terms and conditions attached in Appendix A & B. No match funding is required from the Council in relation to this grant.
- 5.2 One of the conditions of this grant (14.1 in the Memorandum of Understanding) is that the council must maintain funding for bus services at 2023/24 budget levels while BSIP+ is being claimed. This includes funding for Concessionary Fares reimbursement and is to ensure that the BSIP+ is not used to replace existing council support for public bus services. Acceptance of this grant will therefore restrict the Council's ability to explore budget savings opportunities from the local bus and concessionary fares budgets for the duration of the grant period.

6.0 LEGAL IMPLICATIONS

- 6.1 There are no legal implications arising from acceptance of the Grant, and receipt of the Grant does not contravene the Subsidy Control regime. However, any expenditure of this Grant must comply with the Council's Procurement and Contract Procedure Rules and where relevant the Public Contracts Regulations 2015.

7.0 EQUALITIES IMPLICATIONS

- 7.1 Consideration has been given to the potential for any adverse equality impacts arising from this decision (see Appendix D). The acceptance of the BSIP+ grant will enable the release of £2.93m funding to the council to help support local bus services across all communities.
- 7.2 Maintaining bus service levels will avoid any adverse impact to groups of people with protected characteristics.

8.0 CLIMATE CHANGE IMPLICATONS

- 8.1 Accepting this grant will help maintain bus service levels. This will support travel by more sustainable modes and reduce greenhouse gas emissions from transport by reducing private car journeys.
- 8.2 Consideration has been given to the potential for any adverse climate impacts arising from this decision and a Climate Change Impact Assessment (CCIA) has been undertaken. (Appendix E)

9.0 REASONS FOR RECOMMENDATIONS

9.1 Accepting this grant will enable the release of £2.93m BSIP+ funding to the council to support the local bus network to serve North Yorkshires communities.

10.0 RECOMMENDATION

10.1 that the Executive agree to the acceptance of the grant of £2.93M

APPENDICES:

Appendix A – BSIP+ Grant letter from the Department for Transport

Appendix B – BSIP+ Memorandum of Understanding

Appendix C – BSIP+ Annual Assurance Statement

Appendix D – Equalities Impact Assessment

Appendix E – Climate Change Impact Assessment

BACKGROUND DOCUMENTS: *None*

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton

Report Author – Andrew Clarke, Public & Community Transport Manager
Presenter of Report – Catherine Price, Head of Transport Services



Transport Director
North Yorkshire Council
[by email]

Sharon Maddix
DEPUTY DIRECTOR: LOCAL TRANSPORT
DEPARTMENT FOR TRANSPORT

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Web Site: www.dft.gov.uk
17 August 2023

Bus Service Improvement Plan Plus – Grant for 2023/24 [No: 31/6805]

Dear Transport Director

I am writing to you to set out the details of the Bus Service Improvement Plan Plus (BSIP+) funding to be awarded to North Yorkshire Council, under section 31 of the Local Government Act 2003.

The total value of funding awarded is £ 1,463,688 RDEL.

This grant is to be awarded subject to the following:

1. You confirm that you will ensure the funding is used in a way which achieves value for money.
2. You shall at all times during and following the end of the Funding Period:
 - a. comply with requirements of the **Branding Manual** in relation to the Funded Activities; and
 - b. cease use of the Funded by UK Government logo on demand if directed to do so by the Authority.
3. **Branding Manual** means the HM Government of the United Kingdom of Great Britain and Northern Ireland 'Funded by UK Government branding manual' first published by the Cabinet Office in November 2022 and is available at <https://gcs.civilservice.gov.uk/guidance/marketing/branding-guidelines/> including any subsequent updates from time to time.

I attach a grant determination.

If you have any questions regarding this letter and/or the attached documents, please contact your relationship manager, copying the BSIP inbox (bsip@dft.gov.uk).

We look forward to working closely with your team.

Yours sincerely

A handwritten signature in black ink, appearing to read "Sharon Maddix", enclosed in a thin black rectangular box.

Sharon Maddix
Deputy Director, Local Transport

ACKNOWLEDGMENT AND ACCEPTANCE DECLARATION

**Bus Service Improvement Plan Plus grant funding
- Grant for 2023/24 [No: 31/6805]**

I acknowledge receipt of the section 31 grant letter for North Yorkshire Council for 2023/24.

I accept the grant offer for and on behalf of North Yorkshire Council subject to the terms and conditions set out in this letter and the annexes to this letter. I confirm that I am lawfully authorised to do so.

SIGNED (LOCAL AUTHORITY OFFICER)

PLEASE PRINT NAME.....

DATE.....

Please return to the Department for Transport: bsip@dft.gov.uk – a scanned pdf is acceptable.

Revenue Grant Determination for the Bus Service Improvement Plan Funding [No: 31/6805]

The Secretary of State for Transport (“the Secretary of State”), in exercise of the powers conferred on him by section 31 of the Local Government Act 2003, hereby makes the following determination:

Citation

1. This determination may be cited as the Bus Service Improvement Plan Revenue Determination 2023/2024 [No: 31/6805].

Purpose of the grant

2. The purpose of the grant is to provide support to the receiving authorities in England towards expenditure lawfully incurred or accrued by them in 2023/24.
3. In making this grant the Secretary of State does not intend to effect a private law contractual relationship with the receiving authorities.

Determination

4. The Secretary of State determines:

(a) that the authorities listed in Section A are the authorities to which grant under this determination is to be paid; and

(b) that the maximum amount of grant payable to each authority in respect of 2023/24 shall be the amount shown against the name of the authority in Section A.

Treasury consent

5. Before making this determination in relation to local authorities in England, the Secretary of State obtained the consent of the Treasury.



Sharon Maddix

Deputy Director Local Transport

Signed by authority of the Secretary of State

Section A – Authorities to which grant is to be paid and maximum amount of grant to be paid.

Authorities to which grant is to be paid	Amount of grant to be paid
North Yorkshire Council	£ 1,463,688
TOTAL	£ 1,463,688

MEMORANDUM OF UNDERSTANDING

Between

Department for Transport

-and-

North Yorkshire Council

1. Purpose

1.1. This Memorandum of Understanding ('MOU') sets out the terms, principles and practices that will apply to the working relationship between the Department for Transport ("the Department") and North Yorkshire Council ('the Authority')(collectively 'the Parties') regarding the administration and spending of their Bus Service Improvement Plan plus (BSIP+) funding allocation.

2. Background

2.1. On 18 May 2023, the Department confirmed funding for the Authority as part of the Bus Service Improvement Plan plus (BSIP+) announcement.

2.2. This MOU covers the funding commitments from the Department and the delivery, financial expenditure, agreed milestones, reporting and evaluation, communication and branding expectations between the Parties.

3. Purpose of Funding

3.1. The Department agrees to provide funding of up to £ 2,927,376. The allocation is set out in the following table:

	RDEL allocation
2023/24	£ 1,463,688
2024/25	£ 1,463,688
Total	£ 2,927,376

3.2 The Authority may use the funding to target it on the actions that they – and local operators through their Enhanced Partnership (where relevant) –

believe will deliver the best overall outcomes in growing long term patronage, revenues and thus maintaining service levels, whilst maintaining essential social and economic connectivity for local communities. In some places that may involve ensuring existing connections are maintained (either by conventional services or DRT). Elsewhere it might be achieved through increasing the frequency on key corridors or the operating hours of some services whilst reducing others; or reducing fares or introducing new local concessions to open up new markets and revenue.

- 3.3 The funding must be spent on bus measures. It cannot be used for measures that primarily benefit other modes of transport, with secondary benefits for buses (e.g. road maintenance).
- 3.4 We expect you to use the funding to maintain existing service levels or on measures that are consistent with Departmental guidance on [Bus Service Improvement Plans \(BSIPs\)](#), bearing in mind that we have changed the BSIP rules, enabling BSIP and BSIP+ allocations to be used for supporting existing services, as set out in the 17 May announcement. Funding decisions should be based on local circumstances and need. The Authority can enhance the frequency of existing services, expand routes or provide new services using this funding.
- 3.5 Other interventions, such as ambitious new fares initiatives, that can make the experience for non-users and existing passengers demonstrably better can be funded through the BSIP+ allocation.
- 3.6 The funding should not be used to support generic marketing or advertising costs that are not directly related to specific improvements (such as a fares change, or new services). We would expect bus operators to fund routine marketing costs.

4. Statutory Arrangements

- 4.1 The Authority must make an Enhanced Partnership (EP) or be in the process of franchising, in order for the full funding amount to be released. The Department will release 50% of the 2023/24 funding in paragraph 3.1 upfront, and the remaining 50% once the EP has been made (where relevant). If an EP is already in place, or the LTA is following the statutory process for franchising, then the full allocation will be released.
- 4.2 Schemes provided for by this funding should be included in the Authority's Enhanced Partnership (EP) scheme, EP scheme variation, or franchising delivery plan - all requirements of the EP/franchising plan would then apply.

5. MOU Conditions

- 5.1 Should the conditions of this MOU not be met, the Department will review whether it is appropriate to, by notification in writing to the Authority, require the repayment of the whole or any part of the grant. The

Department also reserves the right to:

- i. Reduce, suspend or withhold BSIP+ grant funding should delivery not progress as agreed in documentation relating to other grants provisionally awarded by the Department to the Authority.
- ii. Reduce, suspend or withhold grant funding from other grants provisionally awarded by the Department to the Authority, should, the conditions of this MOU not be met.

6. Financial Arrangements

- 6.1. The agreed funds will be issued to the Authority as non-ringfenced grant payments under Section 31 of the Local Government Act.
- 6.2. The Authority accepts responsibility for meeting any costs over and above the Department's contribution set out in Clause 3.1, including potential cost overruns and the underwriting of any funding contributions expected from third parties.
- 6.3. The Department expects the grant funding to be spent within a reasonable timeframe and outputs delivered within 12 months of funding receipt.

7. Assurance, Monitoring and Evaluation

- 7.1. The Authority will collaborate with the Department over assurance requirements, which will include the Section 151 Officer using the template provided to give a written confirmation that the project/s represents value for money to the Department. The Authority will also collaborate with the Department and/or its contractors who reserve the right to seek further assurances and monitoring data. The Department shall assist the Authority where possible, and the Parties will work together to satisfy these requirements.
- 7.2. The Authority will publish and submit an end-of-year report to the Department detailing how the funding has been used in a format specified by the Department. It is important that the public can view how taxpayer funding is being spent.

8. Value for Money

- 8.1. The value for money of all individual investments should be considered through the Authority's governance frameworks in the usual way – with confirmation sent to the department by the s151 officer that this funding represents value for money.

9. Adherence to national guidance

- 9.1. The Authority is expected to follow relevant national guidance in the course of scheme development and implementation.

10. Changes to approved project/programme

10.1. The Authority will comply with the terms of this MOU. Any request to deviate from these terms must be made in writing to the Department.

11. Compliance

11.1. The Authority will comply with all applicable procurement laws when procuring goods and services in connection with the Project and the Department shall not be liable for the Authority's failure to comply with its obligations under any applicable procurement laws.

11.2. The Authority will ensure that its use of the funding complies with State Aid laws, the UK's international obligations in relation to subsidy control and any UK subsidy control legislation.

11.3. The Authority will maintain appropriate records of compliance with the relevant subsidy control regime and will take all reasonable steps to assist the Department to comply with the same and respond to any proceedings or investigation(s) into the use of the funding by any relevant court or tribunal of relevant jurisdiction or regulatory body.

11.4. The Authority acknowledges and represents that the funding is being awarded on the basis that the use of the grant will not affect trade in goods and electricity between Northern Ireland and the European Union and shall ensure that the funding is not used in a way that affects any such trade.

11.5. The Secretary of State may require repayment of any of the grant already paid, together with interest from the date of payment, if the Secretary of State is required to do so as a result of a decision of a court, tribunal or independent body or authority of competent jurisdiction.

11.6. The Authority will ensure they comply with the 2010 Equality Act and the Public Sector Equality Duty. This includes considering impacts of the project on protected characteristic groups during the scheme design process and in the monitoring and evaluation stage.

12. Branding and Communication

12.1. The Authority shall at all times during and following the end of the Funding Period:

- i. comply with requirements of the Branding Manual in relation to the Funded Activities; and
- ii. cease use of the Funded by UK Government logo on demand if directed to do so.

12.2. Branding Manual refers to the HM Government of the United Kingdom of Great Britain and Northern Ireland 'Funded by UK Government branding manual' first published by the Cabinet Office in November 2022 and is available at <https://gcs.civilservice.gov.uk/guidance/marketing/branding-guidelines/> including any subsequent updates from time to time

12.3. Whilst there are important benefits of local brands for transport services - including promoting local identity, loyalty and accountability - to emphasise the role played by government funding, the Authority must also prominently co-brand any vehicles, signage, websites and all public-facing printed material. Media announcements and releases about improvements funded or part-funded by this money must also be co-branded, must prominently acknowledge the role played by HMG funding and offer HMG the opportunity in good time to include a comment. Failure to do so may result in funding being reduced or reclaimed as set out at paragraph 5.1 above.

13. Bus Connectivity Assessments

13.1. LTAs will also be expected to comply with the Bus Connectivity Assessments coordinated by DFT, at regular intervals. We expect submission of the Bus Connectivity Assessments to the Department for Transport to be required at dates to be specified.

13.2. As part of this process, Operators and LTAs will be expected to report on a range of issues, including but not limited to:

- i. Connectivity;
- ii. Patronage;
- iii. Types of Service;
- iv. Innovation;
- v. Funding.

13.3. Bus Connectivity Assessments will require comprehensive responses, and the Department for Transport reserve the right to ask for further evidence if deemed necessary and appropriate.

13.4. The Department for Transport reserve the right to change the regularity of Bus Connectivity Assessments at any point.

14. Other conditions

14.1. The Authority and any Travel Concession Authority within its boundaries must maintain their bus budgets from all sources. This must demonstrate that BSIP+ funding is additional to previously agreed council budgets. To be eligible for future funding including 2024/25 BSIP+ funding, the overall authority bus budget must be maintained at least at the same level. If concessionary travel reimbursements are reduced, the corresponding budget must be reinvested into other bus measures (e.g. tendered services).

14.2. The Authority and any Travel Concession Authority within its boundaries will commit (including in their Enhanced Partnership where relevant) to work with operators to promote the England National Travel Concessionary Scheme (ENCTS) and to proactively inform local residents when they become aware that they are eligible for such a concession. They will ensure that it is easy to apply for. Unless there are exceptional

circumstances, any existing “no marketing” clauses in concessionary travel funding agreements will be removed by 1 April 2024.

- 14.3. Demand responsive transport (DRT) services provided under this funding and replacing existing bus services should offer a concession to ENCTS passholders, between 09:30 to 23:00 on weekdays and at all times on Saturdays, Sundays and bank holidays. Where DRT is planned, clear arrangements shall be in place to ensure a high standard of integration with other services and a clear timeline for delivery, with particular regard to elements such as continuity of service, accessibility, safety and fare levels.

15. Compliance with the MOU

- 15.1. The Parties to this MOU are responsible for ensuring that they have the necessary systems and appropriate resources in place within their respective organisations to comply fully with the requirements of this MOU.

16. Legal Enforcement

- 16.1. This MOU is not legally enforceable. It describes the understanding between both parties for the use of funding specified in Clause 3 of this agreement.

Signed on Behalf of the Authority:

Name:

Signed on Behalf of the Department (Deputy Director)



Sharon Maddix

[Senior LA officer] for Bus Service Improvement Plan funding: signed annual assurance statement to the DfT

As [Senior LA officer] for [Insert Name of Local Authority], I would like to confirm that myself and my deputies have undertaken all the necessary checks to ensure that the Local Authority has in place the processes to ensure the proper administration of their financial affairs with regards to Bus Service Improvement Plan funding.

This includes confirmation that:

1. All projects are compliant with the appropriate Procurement / Contract Regulation and are in the public domain. Any onward disbursement of the grant funds to project partners fully meets their national subsidy controls and robust due diligence has been undertaken.
2. Conflict of Interest controls are active and in line with the local authority's policies and practice.
3. All Business Cases are signed off in line with the local authority's decision-making processes and the scheme remains value for money.
4. The necessary arrangements are in place and all projects are compliant with the appropriate regulations for State Aid and Subsidy Control.
5. The necessary governance and assurance arrangements are in place and that all legal and other statutory obligations and consents will be adhered to, ensuring the safe administration of grants and that appropriate measures are in place to mitigate against the risk of both fraud and payment error.
6. Risk management is active for the projects, with live Risk Register(s) and appropriate scrutiny to manage and mitigate risk.
7. All expenditure of this fund has been in line with the local authority's policies and terms of the mutually agreed Memorandum of Understanding.

Accordingly, having considered all the relevant information, in my role as [senior LA officer], I am of the opinion that the financial affairs of the Local Authority are being properly administered with regard to Bus Service Improvement Plan funding.

I undertake to inform the Department for Transport immediately if I become aware of any diversion from the above statement.

Yours Sincerely

[INSERT SIGNATURE OF SENIOR LA OFFICER]

[INSERT NAME OF SENIOR LA OFFICER]

[INSERT NAME OF LOCAL AUTHORITY]

Date: [DD MMMM YYYY]

Initial equality impact assessment screening form This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Integrated Passenger Transport		
Proposal being screened	BSIP+ Grant		
Officer(s) carrying out screening	Catherine Price		
What are you proposing to do?	Accept grant funding of £2.93m from the Department for Transport.		
Why are you proposing this? What are the desired outcomes?	The acceptance of the BSIP+ grant will enable the release of £2.93m funding across 2023/24 and 2024/25 to the council to support local bus services. Maintaining bus service levels will avoid any adverse impact to groups of people with protected characteristics.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	

APPENDIX D

People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	This grant will provide additional funding to support local bus services which are often relied on by older, disabled or lower income groups.		
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? Please explain why you have reached this conclusion.	no		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA: <input type="checkbox"/>
Reason for decision	Accepting this grant will provide additional funding for public transport. Maintaining bus service levels will help to avoid any adverse impact to groups of people with protected characteristics.		
Signed (Assistant Director or equivalent)	Paul Thompson		
Date	30.08.2023		

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	Department for Transport Local Transport Fund Grant Funding	
Brief description of proposal	To agree to the acceptance of the BSIP+ Grant	
Directorate	Environment	
Service area	Integrated Passenger Transport	
Lead officer	Catherine Price	
Names and roles of other people involved in carrying out the impact assessment	None	
Date impact assessment started	August 2023	

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 other option consider is not to submit the acceptance declaration. However the council would not receive the grant funding available which in turn would have adverse impacts in maintaining the bus service levels needed to help key workers get to work and allowing the public to access essential services.

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

The Council will receive £2,927,376 to manage and allocate within the guidelines of the Memorandum of Understanding.

<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</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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</p>	<p>Emissions from travel</p>		<p>X</p>	<p>If the funding is used to maintain the current level of bus services to help the public to access essential services it will result in no change to the existing impact.</p>	<p>For contracted services, our terms and conditions of contract set out</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</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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>from travel, increasing energy efficiencies etc.</p>					<p>vehicle age restrictions that providers must comply with but we don't have any influence over the vehicles and practices that the operators of commercial services use.</p> <p>Consider possible changes to vehicle specs in the tender docs and T&C's for contracted services</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</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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 construction		X		No impact.		
	Emissions from running of buildings		X		No impact.		
	Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X		No impact.		
Reduce water consumption			X		No impact		
Minimise pollution (including air, land, water, light and noise)				X	Maintaining transport services will result in no change to the existing impact. If new journeys are introduced there would be an increase to the impact	For contracted services our terms and conditions of contract set out vehicle age restrictions that providers must	

<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</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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>However, the existing impact is acknowledged as having a negative impact.</p>	<p>comply with and the following clause is a requirement of the terms and conditions of contract</p> <p>20. SUSTAINABILITY 20.1 Throughout the Term of this Agreement the Supplier shall make all reasonable endeavours to reduce any negative impact on the environment caused by the Service. 20.2 The Supplier may be required to</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</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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>provide evidence of actions taken to mitigate climate change and reduce greenhouse gas emissions, and on request, information relating to fuel use and other relevant indicators. However, we don't have any influence over the vehicles and practices that the operators of commercial services use.</p> <p>Consider possible changes to vehicle</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</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</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>specs in the tender docs and T&C's</p>	
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X		<p>No impact anticipated</p>		
<p>Enhance conservation and wildlife</p>		X		<p>No impact anticipated</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X		<p>No impact anticipated</p>		
<p>Other (please state below)</p>		X		<p>No impact anticipated</p>		

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

N/A

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.

The submission of the acceptance declaration for BSIP+ will enable the release of £2,927,376 funding to the council. This in turn will enable financial support to public transport in North Yorkshire which is crucial in maintaining the bus service levels needed to help the public get to work and allow access essential services. Maintaining bus service levels means that there will still be negative impacts but this must be considered against the needs of the travelling public who are reliant on bus services.

Sign off section

This climate change impact assessment was completed by:

Name	Catherine Price
Job title	Head of Transport Services
Service area	Integrated Passenger Transport
Directorate	Business and Environmental Services
Signature	C Price
Completion date	10/08/2023

Authorised by relevant Assistant Director (signature): Paul Thompson

Date: 30.08.23