

# North Yorkshire Council

## Environment Executive Members

24 April 2025

### Integrated Passenger Transport Community Transport Grants

#### Report of the Assistant Director – Environment and Transport

#### **1.0 PURPOSE OF REPORT**

- 1.1 To update the Corporate Director for Environment and Executive Member responsible for Highways and Transportation 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 for Environment in conjunction with Executive Members, to award individual grants up to £100,000.
- 2.2 This report seeks approval to determine three grant applications.

#### **3.0 SUMMARY OF GRANT APPLICATIONS**

- 3.1 Three 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 A and a summary is set out 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), Localities Team and Integrated Passenger Transport (IPT). No objections have been raised.

#### **4.0 ASSESSMENT OF GRANT APPLICATIONS**

- 4.1 Harrogate Neighbours provides health care (including housing) to elderly residents in the Harrogate, Ripon and Boroughbridge areas, and is also a partner organisation for the Harrogate Community Transport Scheme. The application is requesting a grant (75%) towards the cost of a new wheelchair accessible vehicle to increase the number of journeys made to essential services and social activities thereby reducing isolation. It will also be available to other community transport schemes across Harrogate who require an accessible vehicle.
- 4.2 Dial-a-Ride Scarborough & District provides community transport services for older people, people with a disability or those with limited access to local bus services to enable access to essential services. This application is requesting a grant (75%) towards the cost of a replacement accessible minibus to meet requests for transport to access essential services, including health care, shopping, day and respite care.

4.3 Bedale Community Minibus is requesting a contribution towards the cost of a replacement minibus. The minibus is nearly 10 years old and becoming increasingly expensive to maintain. The organisation provides transport for individuals and local community groups, including a weekly service from the Bedale area to Northallerton. The replacement vehicle that the organisation best meets their needs has a small step and passenger handrail. They have another vehicle which is fully accessible and will be used where wheelchair access is required. On the basis the replacement vehicle will not be fully accessible, the recommendation is for a 50% contribution towards the cost of the replacement vehicle.

4.4 Table 1 Summary of Applications

<b>Applicant</b>	<b>Description</b>	<b>Total grant</b>	<b>Recommendation</b>
Harrogate Neighbours	New Accessible vehicle (75%)	£37,500.00	Approve
Dial-a-Ride Scarborough & District	Replacement Accessible Minibus (75%)	£46,061.00	Approve
Bedale Community Minibus	Replacement Minibus (50%)	£28,400.00	Approve
<b>TOTAL</b>		<b>£111,961.00</b>	

## 5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 To do nothing would risk local community transport schemes not being able to continue to provide fully accessible services to residents and this funding can be met from within existing budgets.

## 6.0 FINANCIAL IMPLICATIONS

6.1 Financial information is set out in table 1 above. If approved, the total cost of the recommendation of £111,961 can be funded from within the community transport element of the Integrated Passenger Transport base budget which totals £352,500 in 2025/26.

## 7.0 LEGAL IMPLICATIONS

7.1 The Council is entitled to award grants to promote well-being within the County under the general power of competence within the Localism Act 2011, subject to being compliant with the subsidy control regime rules. The Council will follow its own internal requirements in awarding grants under rule 31 of its own Financial Procedure Rules and rule 22 of the Procurement and Contract Rules.

7.2 It is considered that the grant funding being provided for these community transport projects is in line with the Subsidy Control Regime subject to a suitable subsidy control assessment been undertaken by the grant recipient.

7.3 The grant applicants will be required to enter into a grant agreement with the Council which will be drafted by legal services.

## 8.0 EQUALITIES IMPLICATIONS

8.1 Consideration has been given to the potential for adverse equality impacts arising from this proposal. It is the view of officers that this will not have a negative impact on groups of people with protected characteristics identified in the Equalities Act 2010. Proper regard has been given to public sector equality duty and a 'decision not to EIA' document has been completed, see Appendix B.

## **9.0 CLIMATE CHANGE IMPLICATIONS**

- 9.1 Consideration has been given to the potential for adverse climate impacts arising from this decision and a Climate Change Impact Assessment (CCIA) screening has taken place. This proposal will encourage use of community transport minibuses in place of private cars, and it is not felt appropriate to progress to a full CCIA (see Appendix C). The replacement of older minibuses with new vehicles will also decrease carbon-based emissions and pollutants.

## **10.0 REASONS FOR RECOMMENDATIONS**

- 10.1 The proposal will allow three community transport schemes to replace older vehicles or extend existing provision which will reduce operating costs and improve the service offered to residents. The recommended approach can be funded from the existing budget for community transport.

## **11.0 RECOMMENDATION**

- 11.1 That the Corporate Director for Environment approves the grant funding applications listed in this report.

### **APPENDICES:**

Appendix A – Project Appraisals

Appendix B – Equalities Impact Assessment screening form

Appendix C – Climate Change Impact Assessment

### **BACKGROUND DOCUMENTS:** None

Michael Leah  
Assistant Director – Environment and Transport  
County Hall  
Northallerton

Report Author – Andy Clarke Public & Community Transport Manager  
Presenter of Report – Mike Leah Assistant Director Integrated Passenger Transport

**Funding for Community Transport – Project Appraisal Form**

<b>Project Name</b>	<b>Extension to community transport project</b>	<b>Date 04/03/2025</b>
<b>Name of Organisation</b>	Harrogate Neighbours Housing Association	
<b>Main contact name</b>	Denise McEvoy	
<b>Telephone</b>	01423 882970	<b>Email:</b> denise.mcevoy@hnha.co.uk
<b>Total funding requested</b>	£37,500	
<b>PROJECT DESCRIPTION:</b>		
<p>Harrogate Neighbours is requesting a contribution of 75% towards the cost of an additional wheelchair accessible VW Caddy or equivalent (5 passenger seats + wheelchair space) to increase and develop community transport provision.</p> <p>The organisation provides healthcare (including housing) to elderly residents in the Harrogate, Ripon and Boroughbridge areas, and is also a partner organisation for the Harrogate Community Transport Scheme.</p> <p>This additional vehicle will be based at Health Lodge Community Haven (Boroughbridge) enabling the other vehicle to be based at The Cuttings (Starbeck).</p> <p>The vehicle would also be made available for other community transport schemes in the Harrogate area for passengers travelling in wheelchairs.</p>		
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	Valuable local service which otherwise would not be available.
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Clients able to access essential service and reduce social 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	Works with partner organisations in the Harrogate area.
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	Increase in number of people supported, and journeys made to access essential services.
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	

**Funding for Community Transport – Project Appraisal Form**

<b>Project Name</b>	<b>Replacement Wheelchair Accessible Minibus</b>	<b>Date 04/03/2025</b>
<b>Name of Organisation</b>	Dial-a-Ride Scarborough & District	
<b>Main contact name</b>	Steve Marsh	
<b>Telephone</b>	01723 354434	<b>Email:</b> steve@scarboroughdialaride.org
<b>Total funding requested</b>	£46,061	
<b>PROJECT DESCRIPTION:</b>		
<p>Dial-a-Ride Scarborough &amp; District is requesting a contribution of 75% towards the purchase of a replacement fully accessible minibus. The vehicle will be capable of accommodating up to 12 seated passengers or 2 passengers travelling in wheelchairs plus 4 seated passengers. The vehicle will be driven almost entirely by volunteer drivers.</p> <p>The replacement minibus will enable Dial-a-Ride Scarborough &amp; District to continue to meet requests for transport to access essential services, including health care, shopping, day and respite care.</p>		
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	High demand for services, and increase in requests for transport to hospital appointments outside the Scarborough area
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Clients able to access health and other essential services. Being able to make these journeys with Dial-a-Ride enables people to remain in their home and communities supporting independence and reducing social 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, efficient scheduling system, and works closely with other voluntary groups
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	Maintain service continuity on passenger numbers and geographical spread.
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>The vehicle will be driven almost entirely by volunteer drivers, making it a very sustainable solution.</b>	
<b>Recommendation</b>	Approve	

**Funding for Community Transport – Project Appraisal Form**

<b>Project Name</b>	<b>Replacement Minibus</b>	<b>Date 04/03/2025</b>
<b>Name of Organisation</b>	Bedale Community Minibus	
<b>Main contact name</b>	Richard Pullman	
<b>Telephone</b>	01677 425329	<b>Email:</b> office@bedaleminibus.org
<b>Total funding requested</b>	£28,400	
<b>PROJECT DESCRIPTION:</b>		
<p>Bedale Community Minibus is requesting a contribution of 75% towards the cost of a replacement minibus. The minibus is nearly 10 years old, non-accessible and becoming increasingly expensive to maintain.</p> <p>The organisation has two vehicles (the second vehicle is accessible) and provides transport for individuals and local community groups, including a weekly service from the Bedale area to Northallerton.</p> <p>As part of the grant application process, the authority has discussed the provision of a suitable replacement vehicle, including an accessible vehicle. Although Bedale Community Minibus considered an accessible vehicle, the replacement vehicle will be non-accessible with a small step and passenger handrail.</p> <p>On the basis the replacement vehicle will not be fully accessible, the recommendation is for a 50% contribution towards the cost of the replacement vehicle.</p>		
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	Valuable local service which otherwise would not be available.
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Clients able to access essential services and reduce social 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	Works with partner organisations in the Bedale area.
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	Increase in number of people supported, and journeys made to access essential health services.
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>	
Recommendation	Approve	

<b>Initial equality impact assessment screening form</b> 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.			
<b>Directorate</b>	Environment		
<b>Service area</b>	Integrated Passenger Transport		
<b>Proposal being screened</b>	Community Transport Capital Grants		
<b>Officer(s) carrying out screening</b>	Andy Clarke		
<b>What are you proposing to do?</b>	Seek approval to award capital grants to Community Transport Organisations.		
<b>Why are you proposing this? What are the desired outcomes?</b>	The proposal will allow 3 community transport schemes to replace older vehicles to reduce operating costs, extend provision and improve services offered to residents.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No, this funding will be met from within the existing IPT base budget.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b> As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>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 <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
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	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts (e.g.</b>	Community transport is relied on by older and disabled users and those in rural areas who are unable to access traditional public transport. Community transport is set up to improve services		

**Appendix B**

<p>disabled people's access to public transport)? Please give details.</p>	<p>following identification of gaps in existing services. These grants will improve transport opportunities for individuals, including those with protected characteristics.</p>			
<p><b>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</b></p>	<p>no</p>			
<p><b>Decision (Please tick one option)</b></p>	<p>EIA not relevant or proportionate:</p>	<p><input checked="" type="checkbox"/></p>	<p>Continue to full EIA:</p>	
<p><b>Reason for decision</b></p>	<p>No adverse impact is anticipated.</p>			
<p><b>Signed (Assistant Director or equivalent)</b></p>	<p>Mike Leah</p>			
<p><b>Date</b></p>	<p>03.04.2025</p>			

## 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](mailto: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](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	IPT Community Transport Grants
<b>Brief description of proposal</b>	The proposal will allow 3 community transport schemes to replace older vehicles or extend existing provision to reduce operating costs and improve services offered to residents.
<b>Directorate</b>	Environment
<b>Service area</b>	Integrated Passenger Transport
<b>Lead officer</b>	Andy Clarke
<b>Names and roles of other people involved in carrying out the impact assessment</b>	None
<b>Date impact assessment started</b>	01 April 2025

**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.

To do nothing would risk local community transport schemes not being able to continue to provide fully accessible services to residents and this funding can be met from within existing budgets.

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

Cost neutral as the proposal can be funded from within existing IPT budget.

How will this proposal impact on the environment?  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.		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale?  Where possible/relevant please include: <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			Supporting community transport and providing additional minibus capacity will reduce travel by private car. New vehicles will also produce less harmful emissions than older vehicles.	n/a	
	Emissions from construction		X		No impact.		
	Emissions from running of buildings		X		No impact.		
	Other						
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X		No impact.		
Reduce <b>water</b> consumption			X		No impact		

<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>	<b>Positive impact</b> (Place a X in the box below where	<b>No impact</b> (Place a X in the box below where	<b>Negative impact</b> (Place a X in the box below where	<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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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>
Minimise <b>pollution</b> (including air, land, water, light and noise)		X		No impact		
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X		No impact anticipated		
Enhance <b>conservation</b> and wildlife		X		No impact anticipated		
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		X		No impact anticipated		
Other (please state below)		X		No impact anticipated		

**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.

This proposal will encourage use of community transport minibuses in place of private cars. The replacement of older minibuses with new vehicles will also decrease carbon based emissions and pollutants.

### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	Andy Clarke
<b>Job title</b>	Public & Community Transport Manager
<b>Service area</b>	Integrated Passenger Transport
<b>Directorate</b>	Environment
<b>Signature</b>	<i>Andy Clarke</i>
<b>Completion date</b>	01/04/2025

**Authorised by relevant Assistant Director (signature): Mike Leah**

**Date: 01.4.25**