

**North Yorkshire Council**  
**Corporate Director of Environment**

**1 July 2025**

**Delegation of Transport Powers & Public Transport Duties**

**Report of the Assistant Director - Environment and Transport**

**1.0 PURPOSE OF REPORT**

- 1.1 To accept an extension of the current delegation of Local Transport Functions from the York and North Yorkshire Combined Authority (YNYCA) until 31 March 2026.

**2.0 BACKGROUND**

- 2.1 Following the establishment of the York & North Yorkshire Combined Authority (YNYCA) in 2024, Local Transport Functions which are used to deliver most of the public transport activity carried out by NYC were transferred to the YNYCA.

- 2.2 These bus powers were delegated to North Yorkshire Council (NYC) in August 2024 to allow teams within the Environment Service to continue to deliver public transport functions such as provision of supported local bus services and the statutory concessionary travel scheme. On 31 March 2025, YNYCA decided to extend the existing delegation of Local Transport Functions until 30 June 2025 to provide continuity of service until it considered the full 2025/26 delegation at its Meeting in June 2025.

**3.0 PUBLIC TRANSPORT DELIVERY FOR 2025/26**

- 3.1 With only a small transport team in place at the Combined Authority, NYC and CYC will continue to carry out day-to-day public transport functions on behalf of the YNYCA in the same way as has been successfully done in 2024/25. This will require continued delegation of Local Transport Functions to NYC by YNYCA.
- 3.2 On 30 June 2025, YNYCA will be taking the decision as to whether to delegate Local Transport Functions to NYC until 31 March 2026.
- 3.3 On 15 April 2025 the NYC Executive approved a decision that the Corporate Director Environment, in consultation with the Executive Member Highways and Transportation, was authorised to accept the delegation of the Local Transport Functions from the York and North Yorkshire Combined Authority for 2025/26 and, in consultation with the Assistant Chief Executive (Legal and Democratic Services), to agree the terms of and enter into the associated Agreement.

**4.0 CONSULTATION UNDERTAKEN AND RESPONSES**

- 4.1 None required, this decision will implement the Key Decision taken by the Executive on 15 April 2025.

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 None considered, accepting the continued delegation of Local Transport Functions will allow officers to carry out local bus activities on a BAU basis to retain the bus network for the benefit of residents and passengers.

## **6.0 FINANCIAL IMPLICATIONS**

- 6.1 There is budget in place to continue to provide this service. Bus Grant funding will be provided by the YNYCA to deliver the schemes set out in their Bus Grant Delivery Plan and no match funding from the Council is required.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 In accordance with Section 101 of the Local Government Act 1972 and the Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012 a local authority and/or a Combined Authority may make arrangements, subject as provided therein, for the discharge of any of their functions by (inter alia) any other local authority.
- 7.2 By virtue of Article 13(3) of the York and North Yorkshire Combined Authority Order 2023 the functions specified in Parts 4 (local transport services) and 5 (financial provisions) of the Transport Act 1985 and Part 2 of the Transport Act 2000 are exercisable by the YNYCA ('Local Transport Functions').
- 7.3 YNYCA has previously made a decision, pursuant to section 101 of the Local Government Act 1972 Act, to delegate the discharge of the Local Transport Functions (excluding S108, 109, S112 and 154 of the Transport Act 2000, which are decisions for the Mayor) within the administrative area of North Yorkshire to NYC, and for the administrative area of the City of York to CYC. The delegation is subject to a S101 Agreement between NYC, CYC and YNYCA and is currently due to expire on 30 June 2025. Any further delegation will be subject to either a new s101 agreement or an extension of the existing agreement.
- 7.4 In respect of S108, 109, S112 and S154 of the Transport Act 2000, YNYCA, CYC and NYC intend to discharge these powers jointly in accordance with the Order and S101 (5) Local Government Act 1972.

## **8.0 EQUALITIES IMPLICATIONS**

- 8.1 Equalities impacts were considered when the Executive decision was taken on 15 April 2025. (see Appendix A). This decision is being taken to implement that earlier key decision and will enable the council to maintain and improve local bus services which are often relied on by older, disabled or lower income groups.

## **9.0 CLIMATE CHANGE IMPLICATIONS**

- 9.1 Climate impacts were considered when the Executive decision was taken on 15 April 2025. (see Appendix B). This decision is being taken to implement that earlier key decision and will enable the council to maintain and improve local bus services to support travel by more sustainable modes and reduce greenhouse gas emissions from transport by reducing private car journeys.

## **10.0 REASONS FOR RECOMMENDATIONS**

- 10.1 Accepting the continued delegation of Local Transport Functions will allow officers to carry out public transport activities for the benefit of residents and passengers.

## **11.0 RECOMMENDATION**

11.1 It is recommended that if such delegation is granted:

- i. the Corporate Director - Environment, in consultation with the Executive Member - Highways and Transportation, implements the decision taken by the Executive on 15 April 2025 and accepts the delegation of the Local Transport Functions from the York and North Yorkshire Combined Authority for 2025/26 and
- ii. in consultation with the Assistant Chief Executive (Legal and Democratic Services), agrees the terms of and enters into the associated Agreement.

### **APPENDICES:**

Appendix A - Equalities Impact Assessment

Appendix B – Climate Change Impact Assessment

### **BACKGROUND DOCUMENTS:** None

Michael Leah  
Assistant Director, Transport and Environmental Services  
Environment  
County Hall  
Northallerton  
12.06.25

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

<b>Initial equality impact assessment screening form</b>			
<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>			
<b>Directorate</b>	Environment		
<b>Service area</b>	Integrated Passenger Transport		
<b>Proposal being screened</b>	BSIP4 Grant Acceptance and Delivery and Delegation of Public Transport Duties		
<b>Officer(s) carrying out screening</b>	Andy Clarke		
<b>What are you proposing to do?</b>	To accept the delegation of Local Transport Functions from the York and North Yorkshire Combined Authority; To seek approval for the acceptance of Bus Service Improvement Plan (BSIP) 4 grant from the York & North Yorkshire Combined Authority and approval for the overall plan of expenditure for the associated Delivery Plan.		
<b>Why are you proposing this? What are the desired outcomes?</b>	This will allow NYC officers to continue to deliver Local Transport Functions and the grant and delivery plan will maintain existing bus services and fund enhancements.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	Funding is being provided by YNYCA for the delivery plan, no additional NYC staff resources required.		
<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	

## Appendix A

Are from the Armed Forces Community		X	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	The acceptance of the BSIP4 grant will enable the council to maintain and improve local bus services which are often relied on by older, disabled or lower income groups.		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	no		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA: <input type="checkbox"/>
<b>Reason for decision</b>	The acceptance of the BSIP4 grant will enable the council to maintain and improve local bus services which will bring benefits for bus passengers including groups with protected characteristics.		
<b>Signed (Assistant Director or equivalent)</b>	Mike Leah		
<b>Date</b>	18.06.2025		

**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>	BSIP4 Grant Acceptance and Delivery and Delegation of Public Transport Duties
<b>Brief description of proposal</b>	To accept the delegation of Local Transport Functions from the York and North Yorkshire Combined Authority; To seek approval for the acceptance of Bus Service Improvement Plan (BSIP) 4 grant from the York & North Yorkshire Combined Authority and approval for an overall plan of expenditure for the associated Delivery Plan.
<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>	Andy Clarke
<b>Date impact assessment started</b>	17 March 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.

No other options, accepting the continued delegation of Local Transport Functions will allow officers to carry out local bus activities on a BAU basis and accepting the BSIP4 grant is necessary to retain and enhance the bus network for the benefit of residents and passengers.

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

No impact on NYC budgets, sufficient BSIP4 grant funding will be provided by the YNYCA to deliver the schemes set out in their Bus Grant Delivery Plan and no match funding is required.

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			Providing and improving bus services encourages modal shift from the private car which reduces emissions.	More bus routes are now operated by electric buses which further supports a reduction in travel emissions.	Strengthening bus services increases passenger numbers, which in turn increases the likelihood of further investment in bus service provision and lower / zero emission vehicles.
	Emissions from construction		X		No impact anticipated		
	Emissions from running of buildings		X		No impact anticipated		
	Other						

<p>How will this proposal impact on the environment?</p> <p><b>N.B.</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>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X		No impact anticipated		
Reduce <b>water</b> consumption		X		No impact anticipated		
Minimise <b>pollution</b> (including air, land, water, light and noise)		X		No impact anticipated		
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		

<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"> <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>
<p>Other (please state below)</p>		<p>X</p>		<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.

Improving local bus services will support travel by more sustainable modes and lower greenhouse gas emissions from transport by reducing private car journeys. Improving local bus services will support a modal shift away from the car with associated positive climate impacts.

**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>	Business and Environmental Services
<b>Signature</b>	
<b>Completion date</b>	

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

**Date: 18.06.2025**