

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

22nd February 2019

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: All

Disaggregation of Surplus Bus Services Support Grant (BSSG)

Purpose of Report

- 1 To seek Members' approval for the disaggregation of £35K additional Welsh Government Bus Services Support Grant (BSSG) funding which has been received from the regional working group (Neath Port Talbot, City and County of Swansea, Carmarthenshire and Pembrokeshire County Borough Councils) to support Community Transport (CT) organisations in Neath Port Talbot.

Executive Summary

- 2 The BSSG is a Welsh Government grant which is used to support Local Bus and Community Transport organisations in Wales. The grant is distributed via the regional working group.
- 3 The grant is paid to Local Authorities to subsidise Local Bus services and Community Transport schemes. The grant also subsidises local bus operators for commercial bus services via the Live Kilometre Support Grant element of BSSG.
- 4 Neath Port Talbot County Council supports three schemes in the area which are eligible for BSSG funding; D.A.N.S.A., Neath Port Talbot Community Transport (NPTCT) and Shopmobility.
- 5 D.A.N.S.A. and NPTCT are community transport providers whose schemes include Dial a Ride shopper services and providing bus services where commercial operators no longer run.

- 6 Shopmobility has two shops; one located in Neath and another in Port Talbot. These outlets provide access to mobility scooters which can be hired to residents with mobility issues to access the town centres.
- 7 A reduction in mileage claimed by Community Transport schemes across the four regions has resulted in a surplus of funding becoming available from the region. It is proposed that the extra funding is allocated to D.A.N.S.A., NPTCT and Shopmobility to enable the schemes to replace older equipment and to assist NPTCT with their proposed move to new premises.

Background

- 8 The Welsh Government's BSSG is given to the four regions; North Wales, Mid Wales, South East Wales and South West Wales to administer on behalf of the Welsh Government. The grant is divided into specific funding streams.
- 9 The first stream is used to reimburse operator for part of the cost of running a public service vehicle. This part of the BSSG is known as the Live Kilometre Support Grant (LKSG) currently 14.5p per kilometre for a large bus used on a registered bus route.
- 10 Stream two is disaggregated to Local Transport Authorities to support non-commercial bus services in their area. The amounts received are based on what financial support L.A.'s historically provided from their revenue budget to subsidise bus services.
- 11 The third stream is to support Community Transport schemes. Guidance from Welsh Government indicated that between 5% and 10% should be allocated from the overall amount allocated to each region to support C.T schemes.
- 12 This year as a result of a reduction in monies claimed by Community Transport schemes and Local Authorities for their in-house Social Services buses a surplus in funding has been generated.
- 13 NPT's share of this funding surplus is £35K. This element of the funding must be spent on community transport schemes as part of the grant conditions.

- 14 All schemes were asked to submit proposals on their requirement if extra funding became available. Appendices A, B & C provide a breakdown of the requests.

Financial Impact

- 15 If the Council fails to disaggregate the extra funding prior to March, it will result in the surplus funding being returned back to the region for use elsewhere.

- 16 The grant is awarded to the schemes in line with their requests and subject to verifying the organisations statements of accounts, and that any remaining balance be shared equally between the three schemes to support their organisations;

• DANSA	£7,050
• NPTCT	£6,023
• Shopmobility	£14,251
<u>Total</u>	<u>£27,594</u>

Equality Impact Assessment

- 17 A Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this proposal does not require an Equalities Impact Assessment.

Workforce Impact

- 18 There is no impact on the workforce.

Legal Impacts

- 19 There is no legal impact.

Risk Management

- 20 There are no risk management issues associated with this scheme.

Consultation

21 There is no requirement under the Constitution for external consultation on this item

Recommendation

22 It is recommended that:-

- i) The funding is shared as requested by the schemes and that the remaining surplus is shared equally between the three schemes.
- ii) If any organisation fails the financial verification the remaining BSSG will be shared between the two remaining organisations.

Reasons for Proposed Decision

23 By sharing the available monies as requested by the organisations, each scheme can update their computers, software and phone systems. The monies can also be used to update web sites and develop social media platforms.

Implementation of Decision

24 The decision is proposed for implementation after the three-day call-in period.

Appendices

25 None

List of Background Papers

26 D.A.N.S.A. requests
NPTCT requests
Shopmobility requests

Officer Contact

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