



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Cabinet

12th May 2021

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Ward Affected: All

Proposed Future Funding Model for Community Transport

Purpose of the Report:

1. To seek Members approval to amend the method of allocating the Bus Services Support Grant funding available to Community Transport organisations.

Executive Summary:

2. The Community Transport (CT) sector provides an essential service to communities who do not have or cannot access conventional transport. These schemes offer a variety of transport options for residents ranging from bus services and shopper services to community cars and shopmobility. Most of these are door to door services offering transport to supermarkets and Doctors surgeries.
3. The Council has and still supports transport schemes as they provide assistance to some of the most vulnerable residents and isolated communities in our Authority. Organisations providing community transport are dependent on grants as they operate on a not for profit basis. However, the Council is working with

various organisations to enable them to become more sustainable.

4. In the Neath Port Talbot area we have two community transport minibus schemes - Dulais Amman Neath Swansea Afan (DANSA) and Neath Port Talbot Community Transport (NPTCT). NPT also has a Shopmobility scheme with shops in the town centres where mobility scooters can be hired. The area has also recently seen the introduction of a number of community car schemes.
5. The Integrated Transport Unit (ITU) receive Bus Service Support Grant (BSSG) from Welsh Government via the South West Wales Region, this grant is used to subsidise bus services which are not commercially viable and to also support Community Transport organisations in the NPT area.
6. The Council receives £392k p.a. in BSSG, £312k of this supports local bus services which are not commercially viable. The remaining £80k is allocated to CT schemes in the NPT area. £72k of which is currently allocated to DANSA with the remaining balance provided for community car schemes. Previously the main beneficiary of the CT car scheme funding was NPTCT, however when the organisation ceased operating community cars the surplus funding was re-allocated mainly to DANSA who also operate a community cars scheme.
7. Recently there have been a number of community cars schemes developed in the NPT area, and the ITU has received letters requesting if any funding is available to help support their schemes. It is therefore proposed that to support these organisations, the limited funds available should be disaggregated on an equitable basis.
8. Transport for Wales (TfW) in their Llwybr Newydd, the Wales Transport Strategy 2021, prioritises an ambition to grow services that are an alternative to private car ownership such as car clubs. Community cars fall into this category. Currently schemes are exploring the use of E.V which will help with carbon reduction and improvements air quality.

Background:

9. The BSSG is a W.G grant which provides support to commercial bus operators and CT with the running of their services. For commercial bus operators this takes the form of a reimbursement for any live kilometres the bus travels. Live kilometres is the distance the bus operates when it is in service and carrying passengers. CT operators are also eligible for this segment of the live kilometre support grant (LKSG).
10. Another part of the BSSG is allocated to local Authorities enabling them to support local bus services which are not commercially viable. This portion of the grant can also be used to support community bus organisations, community car schemes and shopmobility.
11. Historically DANSA being the largest CT operator and with the most services has received the largest proportion of this grant allocation with NPTCT also receiving funding for their community car scheme. Financial assistance from BSSG to shopmobility has only been possible when there has been a surplus in the regional budget.
12. CT organisations also have the opportunity to apply for various grants and funding pots that are available to them from other organisations.
13. Recently NPT has seen new community car schemes being developed in the locality. With the increasing number of schemes that are now operating in the area, officers reviewed the grant available and are of the opinion that a more appropriate apportionment of the budget should be introduced.
14. DANSA, Canolfan Mardy and Awel Aman Tawe have recently been successful in having grants approved by W.G to purchase electric vehicles (E.V) and associated infrastructure.
15. The last year has been difficult for all third sector organisations. Without financial support from the Council many organisation will struggle to survive in future years.
16. It is therefore proposed that going forward a more equitable way would be to allocate the BSSG would be for organisations to apply

annually for the grant (Appendix A). This method would ensure the funding could be apportioned according to community needs. If as occasionally happens the region has a funding surplus then invites could be requested from organisations for a share of the extra funding available.

17. Any organisation that is awarded BSSG funding will have to sign up to a grant agreement (Appendix B) and complete a six monthly monitoring form (Appendix C) which will enable officers to assess the progress of the scheme and how the grant has been utilised, this will also help with assessing the following year's applications.
18. The current amount of BSSG available for CT is capped at £80k. Funding will be distributed on the basis of total value of bids. It is not guaranteed that the full amount of grant applied for will be available to the applicant.

Financial Impacts:

19. There will be no impact on the Council budget. The BSSG is a Welsh Government Grant which is in place to support bus services and community transport. If the grant was to be withdrawn then notice would be given to the grant recipients. As new organisations bid for funds this will impact on funding per scheme and organisation.

Integrated Impact Assessments:

20. A first stage Impact Assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.
21. The first stage assessment, attached at (Appendix D), has indicated that a more in-depth assessment is not required as the proposals will have a positive impact as more communities are likely to benefit from service delivery.
22. Many of the Community Transport schemes are exploring the use of Ultra Low Emission Vehicles. This will also have a positive impact on air quality. Some organisations are looking at the possibility of E.V car share schemes, which may assist with the reduction of personal car ownership within the scheme areas. As

funding becomes available more schemes will migrate to E.V cars. This will be beneficial to air quality in NPT

Valleys Communities Impacts:

23. The schemes will have a positive impact on our valleys communities. Of the five community car schemes that operate in the NPT area four are located in our valley communities, Dulais, Swansea, and two in the Amman Valley. The Council are also working with the Community Transport Association to explore the possibilities of introducing a community car scheme in the Afan Valley.

Workforce Impacts:

24. No Implications

Legal Impacts:

25. An application of the kind identified in this report will ensure an equitable and transparent way of assessing eligibility and allocating funding, thereby ensuring the risk of challenge is minimised. The Grant Agreement will ensure that suitable arrangements are in place to ensure compliance with grant conditions.

Risk Management Impacts:

26. There is a risk that going forward that the grants may be administered by the region. CT organisations will be notified if there is a change in the administration process.

Consultation:

27. There is no requirement for external consultation on the item.

Recommendations:

28. Having due regard to the Integrated Impact Assessment it is recommended that;
- (A) The BSSG funding be realigned to reflect the operational changes to Community Transport in the County Borough.
 - (B) That after assessment of applications for funding, the Head of Engineering and Transport is granted delegated authority in

consultation with the Cabinet Member for Streetscene and Engineering to allocate the BSSG to successful applicants.

- (C) Should additional funding become available in a financial year community transport organisations will be invited to apply for such monies.

Reasons for Proposed Decision:

29. Community Transport is evolving, communities are setting up more car clubs to serve their local area's specific transport requirements. This could be operating a bus service or alternatively running residents to doctors, hospital appointments or in some cases with members of the scheme being able to hire vehicles on a self-drive basis, establishing a more sustainable local transport option and Shopmobility services.

Implementation of Decision:

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

Appendices

Appendix A: Application form
Appendix B: Grant Agreement
Appendix C: Monitoring form
Appendix D: IIA

List of Background Papers

None

Officer Contact

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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Neath Port Talbot County Council.

**Community Transport Organisation - Annual application for BSSG
funding.**

Funding Application for Financial Year 2021-22

Guidance note:

This application form is also available in Welsh.

This application form is to be used by Community Transport Organisations annually to apply for BSSG allocated funding from the Council.

In order to apply, the Community Transport Organisations must be based within the County of Neath Port Talbot or operate schemes within the County.

Additional evidence should be attached to this document if required, such as scheme particulars or costings etc.

Please return completed application form along with any accompanying attachments via email to: passengertransport@npt.gov.uk

If you have any questions about the grant process or completing this application or if you need it in a different format (for example large print), please contact: passengertransport@npt.gov.uk

For successful applicants, six monthly monitoring forms must be completed to provide evidence of spend and provide a progress report and objectives achieved.

1. Date of application:
2. Full legal Name and address off Community Transport scheme applying (as shown in your governing document):
3. Contact details of appropriate persons:

| | | | |
|---------------|--|---------------|--|
| Name | | Name | |
| Designation | | Designation | |
| Tel Number | | Tel Number | |
| Mobile Number | | Mobile Number | |

| | | | |
|-------------------------------|--|---------------|--|
| Email address | | Email address | |
| Organisation website address: | | | |

4. What type of organisation are you (please check or complete as appropriate)

| | |
|--|--------------------------|
| Registered Charity (please provide Registration Number) | |
| Voluntary Organisation | <input type="checkbox"/> |
| Social Enterprise | <input type="checkbox"/> |
| Trust | <input type="checkbox"/> |
| Company Limited by Guarantee (please provide Company number) | |
| Other (please Specify) | |

5. Please state the purpose of organisation (or constitution).

6. Please insert the amounts from your latest annual accounts and submit a copy of the latest annual accounts with the application form:

| | | |
|---|-----------------------------------|--------------------------------|
| What was the date of your organisation's most recent annual accounts year end (dd/mm/yy): | | |
| Income: | Expenditure: | Balance carry forward: |
| Restricted Reserves: | Unrestricted Designated Reserves: | Unrestricted General Reserves: |

7. How much total funding is requested? (value)

8. Has any other grant funding been secured to assist with this specific request? If yes, provide an explanation of funding details e.g. amount, source etc.:

9. Please describe what the funding is to be used for, why it is important, who are the beneficiaries and why you believe this is the best way to meet the needs you have identified (max 800 words):

10. Please outline how the grant will be allocated to specific costs for example a project, cost of a capital purchase, individual items, staffing or support costs etc.:

11. Please identify here whether you have attached further supporting evidence for example, scheme particulars or financial spreadsheet and costings.

Yes further evidence attached. or:

No further evidence attached.

12. Authorisation:

Following the UK’s exit from the European Union, the EU State Aid rules will no longer apply to subsidies granted in the UK at the end of the transition period. However, the UK still has several international obligations in relation to subsidies, and the UK intends to publish a consultation on the design of a bespoke subsidy control system for the UK. It therefore remains the case that where financial support is provided that subsidy control issues should be considered, and therefore it is for the applicant to consider whether they meet the required criteria before applying for this funding.

If the organisation fails to fulfil its commitments this may result in the organisation returning the grant value in full.

If priorities change during the year, the organisation will need to have the agreement from the Integrated Transport Unit to repurpose and re-allocate the funding in line with the new priorities.

I certify that, to the best of my knowledge, the details given in this form are correct and agree to the terms of the service level agreement:

| | |
|----------------------------|--|
| Signed: | |
| Print: | |
| On behalf of organisation: | |

Please return completed application form along with any accompanying attachments via email to: passengertransport@npt.gov.uk

Note: The Council may request further information/ clarification to support the application.

Neath Port Talbot County Borough Council have a Data Protection regime in place to oversee the effective and secure processing of your personal data: in accordance with the requirements of the General Data Protection Regulation 2016 (GDPR) and the Data Protection Act 2018 (DPA).

In providing your personal information to the Council (including any personal information provided to us through the service applications in this website (www.npt.gov.uk) you acknowledge that Neath Port Talbot County Borough Council (the Council) is the data controller for personal information provided to us.

Information may also be shared with Welsh Government and Transport for Wales.

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For Council Office use only.

a. Date Received:

b. Scoring Criteria in the range 1 to 5. 1 = Very Poor, 2 = Poor, 3 = Good, 4 = Very good and 5 = Excellent.

| Criteria | Score 1 to 5 |
|--|--------------|
| Does the application meet the criteria for accessible Community Transport? | |
| Does the application offer value for money? | |
| Does the application demonstrate innovation or ongoing improvement? | |
| Does the application evidence accurate costings? | |
| Will the requested funding allow for the proposal to be fully implemented and if not, demonstrate how are the extra costs going to be met? | |
| Total score | |

c. Officer Recommendation and explanation:

Approve total funding Approve part funding Decline application

Reason for decision:

d. Officer Name and Designation:

e. Officer Signature and date:

f. Head of Service Signature and date:

g. Cabinet Member Signature and date:



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Grant Agreement

Between

**(Name of Organisation)
And**

Neath Port Talbot County Borough Council (NPTCBC)

1. Parties to the Agreement

1.1 This is an agreement between Neath Port Talbot County Borough Council, hereafter referred to as NPTCBC, and (Name of Organisation), hereafter referred to as (Name of Organisation).

2. Object of the Agreement

2.1 To formalise matters relating to the provision of the services as set out in the schedule of this agreement.

3. Period of the Agreement

3.1 The agreement shall begin on 01 April 2021 and continue until 31 March 2022 unless terminated earlier as set out in clause 10.

3.2 This agreement will be reviewed annually, and is subject to BSSG's annual allocation to NPTCBC.

4. (Name of Organisation)'s Obligations

4.1 (Name of Organisation) will provide services specified in the schedule in accordance with the terms of this agreement.

4.2 (Name of Organisation) will also be required to provide the following as a condition of the agreement.

4.2.1 Cash flow projections annually for the forthcoming year and up to date management accounts for the current accounting year.

4.2.2 Copies of Audited Annual Accounts, when approved.

4.3 In providing the above financial information, the following is agreed.

4.3.1 If (Name of Organisation) gains a surplus of income over expenditure at the end of the year, NPTCBC will not seek repayment of any part of the funding under this agreement.

4.3.2 (Name of Organisation) will raise funds to maintain a level of reserves appropriate to meet its financial and contractual responsibilities.

4.3.3 (Name of Organisation) is not excluded from applying for specific project funding from other NPTCBC grant programmes.

4.4 In order to maintain a level of quality and ensure that (Name of Organisation) is delivering on a legal basis, and meeting the aims of the Future Generations Act and the Council's well-being objectives. (Name of Organisation) is required to hold current versions of the following policies, which are available on request by NPTCBC or any member of the public.

- Equal Opportunities Policy
- Health and Safety Policy
- Appropriate insurance, public liability and indemnity policies.
- Complaints Policy and Procedures.
- GDPR Policy and Procedures
- Welsh Language Policy
- Safeguarding Policy and Procedures

4.5 (Name of Organisation) must indemnify NPTCBC against any liabilities, claims, proceedings, demands, losses, costs and expenses suffered or incurred by NPTCBC directly arising as a result of or in connection with any failure by (Name of Organisation) to perform fully or in part any obligation (Name of Organisation) may have to a third party.

5. Service Requirements

5.1 (Name of Organisation) will regularly monitor the services in order to demonstrate the level of service provided and the quality that has been achieved.

6. NPTCBC Obligations

6.1 Payments will be made per financial year to (Name of Organisation). Subject to receipt of BSSG funding from Welsh Government. This will be paid out in 4 quarterly payments (mid quarter). This payment is made in good faith and if the mechanism for funding changes in the future NPTCBC will re-coup any payments already made in advance.

6.2 This figure will be reviewed at the beginning of each financial year and will be subject to confirmation of Bus Service Support Grant (BSSG) funding by the Welsh Government and NPTCBC's annual budget setting process.

6.3 NPTCBC is required to inform (Name of Organisation) how this financial support is provided in line with the European Community's State Aid regulations. This is outlined in the schedule to this agreement.

6.4 NPTCBC will endeavour to support (Name of Organisation) in its development and assist with funding applications.

7. Review

7.1 (Name of Organisation) will complete a 6 monthly monitoring form to monitor the delivery and development of the service as set out in the schedule to this agreement.

7.2 The delivery of the service will be monitored on the basis of agreed outputs as set out in the schedule to this agreement.

7.3 In the event of (Name of Organisation) failing to deliver the minimum level of target outputs specified, without good reason, NPTCBC at their sole discretion, after discussion with (Name of Organisation), may withhold further payments. Withholding of payments can be subject to appeal by (Name of Organisation) and subject to a right to arbitration.

7.4 A review meeting will be held towards the end of the financial year to review progress and future applications.

7.5 Special review meetings may be called by either party from time to time.

7.6 NPTCBC is able to attend any meetings of the Board of (Name of Organisation) at any time and carry out any other assessments or monitoring deemed appropriate by NPTCBC.

8. Amending the Agreement

8.1 This agreement may not be altered or amended except by written agreement of both parties following one month's written notice.

9. Resolution of Disputes

9.1 The parties will use their best endeavour to resolve by agreement any dispute between them with respect to any matter relating to this agreement.

9.2 Without prejudice to the provisions of Clause 9.1, if either party considers that the other has failed to comply with the terms of the agreement then the following will happen:

a) The matter shall be discussed at a meeting between nominated representatives within 14 working days, or such other time as may be mutually agreed.

b) If not resolved, then both parties may agree to refer the matter to an individual or bodies agreeable to both parties for mediation.

9.3 If the matter cannot be satisfactorily resolved through mediation at 9.2 above, it may be referred by either party to an independent arbitrator agreed by (Name of Organisation) and NPTCBC or failing agreement nominated by the Director of CTA in accordance with The Arbitration Act 1996. The decision of the independent arbitrator shall be regarded as binding by both parties. The costs of Arbitration shall be paid by whichever party the independent arbitrator decides should be liable and if there is no such decision, then both parties shall equally contribute and be liable for the costs.

10. Termination

10.1 Either party may terminate this agreement by not less than 3 months' prior written notice. Termination will only occur as a matter of last resort if disputes have not been resolved under section 9 of this agreement.

10.2 Either party may terminate this agreement with immediate effect in the event of a fundamental breach of any of its terms by the other party. Such termination shall not affect any rights which the party terminating the agreement may have against the other party in consequence of the breach.

10.3 The following may result in immediate termination of this agreement.

- (Name of Organisation) becomes bankrupt/insolvent/enters into administration or no longer has sufficient funds to provide the service specified in this agreement.
- (Name of Organisation) engages in or permits improper or fraudulent accounting methods.
- (Name of Organisation) is found to have committed a criminal offence.
- Neath Port Talbot Council fails to secure grant funding.
- (Name of Organisation) can no longer provide services as required in this agreement.

10.4 If this agreement is terminated in accordance with its terms at any time prior to the expiry date given in Clause 3, NPTCBC shall only be liable under Clause 6 to pay to (Name of Organisation) any payments due to the date of termination. However, NPTCBC will endeavour if required to assist with costs associated with termination if termination has occurred due to the fault of NPTCBC as determined under clause 9.3 of this agreement. In the event that NPTCBC has made a payment in advance in respect of any period beyond the date of termination the amount of any such overpayment calculated proportionally on a daily basis shall be repaid to NPTCBC within 28 days of the date of termination.

11. Other Matters

- 11.1 Other matters, not included in this agreement, may be added, or items therein included be deleted from time to time in accordance with Clause 8.1 by means of a Schedule to be attached to this agreement. Any Schedule so attached shall be signed on behalf of and be binding on both parties.
- 11.2 Any notice to be given to NPTCBC in accordance with this agreement shall be addressed to the Head of Engineering and Transport, The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG. Any notice to be given to (Name of Organisation) in accordance with this agreement shall be addressed to the Chair of (Name of Organisation), (Address of CT ORGANISATION)

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| | |

3. Forward planning:

Please explain if you are on course to meet your outcomes.

4. Additional Information:

Please provide any additional information that you consider relevant.

5. Authorisation:

I certify that, to the best of my knowledge, the details given in this form are correct:

| | |
|---------------------------|--|
| Signed: | |
| On behalf of: | |
| Position in Organisation: | |
| Date: | |

THE SCHEDULE: THE SERVICES TO BE PROVIDED

1. Type of Service

(Name of Organisation) will provide accessible community based transport services in the County of Neath and Port Talbot. These will include group hire, community car and flexibly routed bus services and mobility scooter hire. (Name of Organisation) will engage in the ongoing development of innovative services for eligible persons in the NPTCC area.

2. Targets

(Name of Organisation) will be required to meet targets as agreed and set out in the monitoring form attached. Targets will be agreed between both parties at the beginning of each financial year. There is an expectation that services will evolve to meet changing needs to people in the area of Neath Port Talbot.

4. Cost of Service

In accordance with (Name of Organisation)'s constitution surplus income generated is re-invested into the organisation.

5. Following the UK's exit from the European Union, the EU State Aid rules will no longer apply to subsidies granted in the UK at the end of the transition period. However, the UK still has several international obligations in relation to subsidies, and the UK intends to publish a consultation on the design of a bespoke subsidy control system for the UK. It therefore remains the case that where financial support is provided that subsidy control issues should be considered, and therefore it is for the applicant to consider whether they meet the required criteria before applying for this funding.

(Name of Organisation) shall regularly monitor income from public funding to ensure that they do not contravene any State Aid Regulations.

(Name of Organisation) is also required to notify NPTCBC if they are in receipt of any public funding for the provision of any services of their organisation which shall include the source of such funding and any amount.

(Name of Organisation) shall ensure that they shall carefully cost all work that is public funded and that ensure that, if they are in receipt of public grant funding, this does not cross subsidise other activities.

Signed on behalf of NPTCBC

Name: _____

Signature: _____

Designation: _____

Date: _____

Signed on behalf of (Name of Organisation)

Name: _____

Signature: _____

Designation: _____

Date: _____

Integrated Impact Assessment (IIA)

This Integrated Impact Assessment considers the duties and requirements of the following legislation in order to inform and ensure effective decision making and compliance:

- Equality Act 2010
- Welsh Language Standards (No.1) Regulations 2015
- Well-being of Future Generations (Wales) Act 2015
- Environment (Wales) Act 2016

Version Control

| Version | Author | Job title | Date |
|----------------|---------------|------------------------------|-------------|
| Version 1 | Peter Jackson | Integrated Transport Manager | 12.04.2021 |
| | | | |
| | | | |

1. Details of the initiative

| | |
|-----------|---|
| | Title of the Initiative: Community Transport Funding to the Third Sector |
| 1a | Service Area: Integrated Transport Unit |
| 1b | Directorate: Environment and Regeneration |
| 1c | Summary of the initiative: To amend the method of allocating the Bus Services Support Grant funding available to Community Transport organisations. |
| 1d | Is this a ‘strategic decision’ Operational Decision |
| 1e | Who will be directly affected by this initiative? Community Transport Operators |
| 1f | When and how were people consulted? There is no need for consultation on this item. However, we have had engagement with Community Transport Groups. |
| 1g | What were the outcomes of the consultation? Letters have been received for financial support if funding would be made available. |

2. Evidence

What evidence was used in assessing the initiative?

Recently there have been a number of community cars schemes developed in the NPT area, and the ITU has received letters requesting if any funding is available to help support their schemes. It is therefore proposed that to support these organisations, the limited funds available should be disaggregated on an equitable basis.

3. Equalities

a) How does the initiative impact on people who share a **protected characteristic**?

| Protected Characteristic | + | - | +/- | Why will it have this impact? |
|------------------------------|---|---|-----|--|
| Age | X | | | The funding will help support Community Transport schemes which serve as a vital transport provision to the elderly who cannot access conventional transport. Rearranging the funding allocation to various schemes will enable more CT organisations to serve more of the vulnerable residents in remote areas of NPT. |
| Disability | X | | | The funding will help support Community Transport schemes which serve as a vital transport provision to residents with mobility issues who cannot access conventional transport. Rearranging the funding allocation to various schemes will enable more CT organisations to serve more of the vulnerable residents in remote areas of NPT. |
| Gender reassignment | | | X | There will be no impacts on this protected characteristic |
| Marriage & civil partnership | | | X | There will be no impacts on this protected characteristic |
| Pregnancy and maternity | | | X | There will be no impacts on this protected characteristic |
| Race | | | X | There will be no impacts on this protected characteristic |
| Religion or belief | | | X | There will be no impacts on this protected characteristic |

| | | | | |
|--------------------|--|--|---|---|
| Sex | | | X | There will be no impacts on this protected characteristic |
| Sexual orientation | | | X | There will be no impacts on this protected characteristic |

What action will be taken to improve positive or mitigate negative impacts?

There are no negative impacts with this proposal.

b) How will the initiative assist or inhibit the ability to meet the **Public Sector Equality Duty**?

| Public Sector Equality Duty (PSED) | + | - | +/- | Why will it have this impact? |
|---|---|---|-----|--|
| To eliminate discrimination, harassment and victimisation | X | | | Realigning the funding will help develop Community Transport schemes which is an enabler for various groups of residents with protected characteristic and goes some way to eliminate transport poverty. |
| To advance equality of opportunity between different groups | X | | | The grant to CT schemes will ensure no group will be discriminated against and promote the use of their schemes to all residents. |
| To foster good relations between different groups | X | | | Community Transport is an enabler for various groups of residents with protected characteristic the funding will help support the schemes moving forward. |

What action will be taken to improve positive or mitigate negative impacts?

The Council will work with CT schemes to ensure access to their organisation is equitable for all and Grant Agreement ensures CT schemes adhere to guidance.

4. Socio Economic Duty

| Impact | Details of the impact/advantage/disadvantage |
|-----------------------|---|
| Positive/Advantage | |
| Negative/Disadvantage | |
| Neutral | |

What action will be taken to reduce inequality of outcome

5. Community Cohesion/Social Exclusion/Poverty

| | + | - | +/- | Why will it have this impact? |
|--------------------|---|---|-----|---|
| Community Cohesion | X | | | Everybody has an equal chance to join the schemes and will receive equal use of services. By supporting more CT schemes this should encourage growth in the sector. |
| Social Exclusion | X | | | These schemes will help improve opportunities to those residents who need to access health, work and social amenities in transport deprived areas. |
| Poverty | X | | | Community Transport helps with address transport poverty in our rural communities and some of our urban areas. |

What action will be taken to improve positive or mitigate negative impacts?

The Council will continue to help, support and advise the schemes.

6. Welsh

| | + | - | +/- | Why will it have this effect? |
|--|---|---|-----|---|
| What effect does the initiative have on: people's opportunities to use the Welsh language | X | | | If the applicant is successful the Grant Agreement states they must have a Welsh Language in place. |
| - treating the Welsh and | | | | |

| | | | |
|---------------------------|--|--|--|
| English languages equally | | | |
|---------------------------|--|--|--|

| |
|--|
| What action will be taken to improve positive or mitigate negative impacts? |
| If the applicant is successful the GRANT AGREEMENT states they must have a Welsh Language policy in place. |

7. Biodiversity

How will the initiative assist or inhibit the ability to meet the **Biodiversity Duty**?

| Biodiversity Duty | + | - | +/- | Why will it have this impact? |
|--|---|---|-----|---|
| To maintain and enhance biodiversity | | | X | There is no impact and there are no pathways for biodiversity to be maintained/enhanced within the funding criteria. |
| To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc. | X | | | Many of the Community Transport schemes are exploring the use of Ultra Low Emission Vehicles. This will have a positive impact on air quality. Some organisations are looking at the possibility of E.V car share schemes, which may assist with the reduction of personal car ownership within the scheme areas. The grant will help the organisations with their ambitions to develop a more sustainable transport model. |

What action will be taken to improve positive or mitigate negative impacts?

As funding becomes available more schemes will migrate to E.V cars. This will be beneficial to air quality in NPT.

8. Well-being of Future Generations

How have the five ways of working been applied in the development of the initiative?

| Ways of Working | Details |
|--|---|
| i. Long term – looking at least 10 years (and up to 25 years) ahead | Transport is changing. Funding for local communities with their community transport schemes will assist with the transport poverty many of our communities are seeing. Bus companies are reducing or withdrawing services from rural and some urban areas where they feel patronage does not warrant a service. CT schemes will fill the gaps left by the withdrawal of these services. |
| ii. Prevention – preventing problems occurring or getting worse | By supporting the CT schemes we are building for the future. Over the coming years transport will be changing and supporting the CT sector will ensure there is a base to work from. |
| iii. Collaboration – working with other services internal or external | Officers work closely with the third sector to help develop CT schemes and will continue to do so going forward. Officers have discussed the new funding process with Community Transport Association Wales. |

| | |
|--|--|
| iv. Involvement – involving people, ensuring they reflect the diversity of the population | The proposal is an administrative process and has not been discussed with the wider community. |
| v. Integration – making connections to maximise contribution to: | The proposal is an administrative process and has not been discussed with the wider community. |
| Council’s well-being objectives | Prior to funding being awarded. The successful organisations must sign a Grant Agreement with the Council which ensures they are working towards the Councils wellbeing objectives. |
| Other public bodies objectives | Prior to the funding being awarded the organisation will have to sign a Grant Agreement with the Council ensuring they will work toward the goals of the Future Generation Act 2015. |

9. Monitoring Arrangements

Provide information on the monitoring arrangements to:

Monitor the impact of the initiative on Equalities, Community Cohesion, the Welsh Measure, Biodiversity Duty and the Wellbeing Objectives.

The successful applicants will have to sign a Grant Agreement with the Council and agree to six monthly monitoring arrangements. The organisations will have to evidence the outcomes the funding has helped deliver.

10. Assessment Conclusions

Please provide details of the conclusions reached in relation to each element of the assessment:

| | Conclusion |
|---|--|
| Equalities | Funding the third sector Community Transport schemes will have a positive impact on our communities. |
| Socio Economic Disadvantage | |
| Community Cohesion/ Social Exclusion/Poverty | Funding the third sector Community Transport schemes will have a positive impact on our communities. |
| Welsh | Funding the third sector Community Transport schemes will have a positive impact on our communities. |
| Biodiversity | |
| Well-being of Future Generations | Funding the third sector Community Transport schemes will have a positive impact on our communities. |

Overall Conclusion

Please indicate the conclusion reached:

- **Continue** - as planned as no problems and all opportunities have been maximised x
- **Make adjustments** - as potential problems/missed opportunities/negative impacts have been identified along with mitigating actions
- **Justification** - for continuing with the initiative even though there is a potential for negative impacts or missed opportunities
- **STOP** - redraft the initiative as actual or potential unlawful discrimination has been identified

Please provide details of the overall conclusion reached in relation to the initiative

A more equitable funding method will allow Community Transport schemes to apply annually. This method will allow the Council to base its awards on the merits of the applications and the service that can be delivered for the funding applied for.

11. Actions

What actions are required in relation to obtaining further data/information, to reduce or remove negative impacts or improve positive impacts?

| Action | Who will be responsible for seeing it is done? | When will it be done by? | How will we know we have achieved our objective? |
|---|--|--|---|
| Applicants for funding will have to complete an application form. | Passenger Transport Officers | Following closing date | Assessment of monitoring form along with evidence provided. |
| Successful applicants will have to sign a GRANT AGREEMENT with the Council. | Passenger Transport Officers | On notification | Assessment of monitoring form along with evidence provided. |
| Six monthly monitoring forms will need to be completed by the successful applicant. | Passenger Transport Officers | September and March of the year the grant is for | Assessment of monitoring form along with evidence provided. |
| | | | |

12. Sign off

| | Name | Position | Signature | Date |
|---------------|---------------|-----------------|-------------------|----------|
| Completed by | Peter Jackson | ITU Manager | Peter Jackson | 12.04.21 |
| Signed off by | D.W Griffiths | Head of Service | David W Griffiths | 12.04.21 |

