

* Name of proposal/policy	Total Transport - Social Enterprise Model	* Budget number	13-006-01
* Service area responsible	Place – Environment, Planning & Transport	* Cabinet meeting date	14 <sup>th</sup> February 2017
* Name of completing officer	A Parry	* Approved by Director / Assistant Director	Tony Ciaburro
* Version	1.0	* Date	2 February 2017

**PART A**

* Section 1a: Description of proposal under consideration/development	* Section 1b: Is this new or existing? Does it link to current provision?
<p>Create an integrated transport service to meet the transport needs of all the community, possibly involving strategic alliances or social enterprises, with profits channelled back into the local community.</p> <p>A full business case for the Total Transport project is currently being worked up for presentation to the Cabinet in February 2017. The project aims to bring together NCC, Northamptonshire Healthcare NHS Trust, the local acute hospitals and the University of Northampton to take a joined-up approach to using their total resources of around £80m spent on transport in the county. A significant data-gathering exercise on local travel needs and networks has been carried out and has identified opportunities to use collective resources more effectively. NCC transport capacity could potentially be used to meet this need. Stagecoach is also interested in participating in the new model. At this stage of development the scope of</p>	<p>This builds on the Total Transport initiative 2 year study and demonstration project funded by Government. It aims to bring together all passenger transport type provision in the County under a single umbrella through a social enterprise model such as a community interest company. This will turn the current £15m operation of NCC into a £80m business for Northamptonshire the place and provide opportunities for efficiencies and income through increased economies of scale and increased collaboration on transport provision across a range of organisations including NCC, University of Northampton, University of Hertfordshire and the NHS.</p>

the proposed model is being kept wide to avoid creating boundaries that could limit its future effectiveness or the potential to apply it within the England's Economic Heartland area.

**\* Section 2: How does this align with the Council Plan/ corporate priorities/ partnership strategies and plans/ Next Generation Council?**

<b>Delivers increased wellbeing and/or safeguarding by ensuring that...</b>	✓
People of all ages are safe, protected from harm and able to live happy, healthy and independent lives in our communities	✓
People have the information and support they need to make healthy choices and achieve wellbeing	✓
People achieve economic prosperity, in a healthy, low carbon economy which gives access to jobs, training and skills development	✓
Communities thrive in a pleasant and resilient environment, with robust transport and communications infrastructure	✓
Resources are utilised effectively and efficiently, in coordination with partners and providers	✓

**Does it align with any NCC/ partnership strategies and plans? (if so, please list below)**

Local Transport Plan and emerging England's Economic Heartland Strategy.

**Does it support the transformation into a Next Generation Council? (if so, please explain below)**

Yes – this is new and innovative delivery through a new federated model.

**\* Section 3: If this relates to a statutory duty, please give details of the relevant legislation below:**

Bus service subsidies for socially necessary reasons.

**Section 4: Have other alternatives been considered?**

Alternative options have been considered as part of the business case development and have been considered by Cabinet in November 2016

Section 5: Financial / resource implications	
a) <b>Costs (e.g. invest to save)</b>	£750k in 2015-16 and 2016-17 fully funded by Government. £80k required for 2017-18.
b) <b>Staffing implications</b>	None at this stage.
c) <b>Savings</b>	£500k

Section 6: Has a similar initiative/proposal been implemented elsewhere? What were the benefits or risks? Are there lessons that can be learned?
No – This is a new initiative for the Country.

**THIS SECTION HAS REPLACED THE EQUALITY IMPACT ASSESSMENT FORM AND MUST BE COMPLETED TO DEMONSTRATE COMPLIANCE WITH THE EQUALITY DUTY**

* Section 7: Who will be affected by this proposal? (this may be service user data, or be based on a particular geographical area or more general population data depending on the proposal) Include demographic information where this is available e.g. breakdown by gender, age, ethnicity, disability etc. BIPI can support with the provision of data. You may include staff, partner organisations and any other stakeholders who might be affected by the proposal.	
Data Source (include link where published) and summary of what it tells us for example “X number of people use this service, X are male, Y are female etc”	Why is this relevant to the proposal?
In the first instance the users that will benefit by the improved co-ordination and delivery will be NCC staff, University of Northampton students and staff, and health sector staff. In due course this may also extend to patients travelling to medical facilities. Also, community transport and all current council transport provision will be incorporated in the initiative.	

**\* Section 8: Based on the above information, will this proposal have an impact on the following? ✓ the relevant box for each line and then expand on the reasons why in Section 9**

	Positive	Negative	Neutral	Unsure
<a href="#">Age</a>			X	
<a href="#">Disability</a>			X	
<a href="#">Gender reassignment</a>			X	
<a href="#">Marriage and civil partnership</a>			X	
<a href="#">Pregnancy and Maternity</a>			X	
<a href="#">Race</a>			X	
<a href="#">Religion or Belief (or No Belief)</a>			X	
<a href="#">Sex</a>			X	
<a href="#">Sexual orientation</a>			X	

<b>* Section 9: Initial impact</b>	
<b>* Section 9a: From your analysis in section 8 above, please explain the positive implications</b>	
N/A	
<b>* Section 9b: From your analysis in section 8 above, please explain why you have categorised any of the implications as neutral</b>	
The Total Transport Project has been assessed to have a neutral effect across people with protected characteristics. In time, as the project develops, we expect the full impact to become clearer and would expect positive impacts to follow.	
<b>* Section 9c: From your analysis above, please explain the negative implications</b>	<b>* Section 9d: What actions have you identified to mitigate any negative implications?</b>
N/A	N/A
<b>* Section 9e: From your analysis above, please explain the areas where you are unsure of the impact</b>	<b>* Section 9f: What actions have you identified to fill gaps in information?</b>
N/A	N/A

* Section 10: Internal considerations: are there any implications for the following?		
	✓ or X	If there are any implications, please explain them here and identify any actions you may need to take as a result
<a href="#">Staff</a>		
<a href="#">Financial (NCC)</a>	✓	The Total Transport Model is expected to generate savings for the Council
<a href="#">Legal</a>		
<a href="#">NCC Policy</a>		
<a href="#">Performance</a>		
<a href="#">Data quality / information security</a>		
<a href="#">IT</a>		
<a href="#">Strategic assets</a>		
<a href="#">LGSS / federated bodies</a>		
<a href="#">Procurement</a>		
<a href="#">Project support</a>		
<a href="#">Other (if appropriate)</a>		

* Section 11: External considerations: are there any implications for the following?		
	✓ or X	If there are any implications, please explain them here and identify any actions you may need to take as a result
<a href="#">Community impact</a>		

<u>Impact on the consumer (e.g. communication needs, access, rurality, complaints)</u>		
<u>Reputation</u>		
<u>Political</u>		
<u>Partners</u>		
<u>Human Rights</u>		
<u>Health impact – individual</u>		
<u>Health impact – wider community</u>		
<u>Economic impact - individual</u>		
<u>Economic impact – wider community</u>		
<u>Community Safety impact</u>		
<u>Environmental impact</u>		
<u>Consultation</u>		
<u>Other (if appropriate)</u>		

Based on the impacts and considerations above, please identify the RAG status

RAG Status	Overall RAG	Time	Proposal Delivery	Cash Saving	Risk	Issue	Dependency

* Section 12a: What are the risks associated with NOT implementing the proposal? (tick if applicable)	✓	* Section 12b: What actions have you identified to mitigate the risks? Will anything in the current arrangements need to be changed to acknowledge this risk? Is implementing the proposal the only way to mitigate the risks?
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<b>Non-compliance with legislation or NCC policy</b>		
<b>Financial</b>	<b>x</b>	If savings not found – they will need to be found elsewhere.
<b>Change in performance/ data quality/ information security</b>		
<b>Reputational/ Political</b>		
<b>Increase in complaints and/ or legal challenge</b>		
<b>Other</b>		

**\* Section 13: Budget Delivery Programme Highlight Report information – total amount allocated to savings proposal 2017-18 through to 2020-2021; profiled budget; 2017-18 action plan extended savings narrative; cost code information**

<b>Total amount allocated to savings proposal 2017-18</b>	
<b>2017-18 (£000)</b>	<b>500</b>

<b>Impact of saving within the budget profile</b>			
<b>Q1</b>	<b>Q2</b>	<b>Q3</b>	<b>Q4</b>
			<b>500</b>

	<b>Milestone</b>	<b>Owner</b>	<b>By when</b>
<b>1</b>	Cabinet report on Options Appraisal	C Wragg	Nov 2016
<b>2</b>	Outline Business Plan reported to Cabinet	C Wragg	March 2017
<b>3</b>	Establishment of social enterprise	T Ciaburro/ C Wragg	March 2017
<b>4</b>	Implementation of new arrangement	C Wragg	April 2017

**\* Section 14: Do you need to undertake further work (e.g. consultation, further proposal development, further equality analysis) based on the impact and actions identified above? If yes, set this out below and then carry out the work and complete Part B:**

This proposal will form part of the overall budget consultation process. Any feedback received (as well as any further intelligence gathered in the course of developing the project) will inform a final analysis of the impact of the proposal which will be considered by Cabinet and Council in February when taking a final decision on the budget. The EqIA will be updated accordingly.

**PART B**

**Section 15: Consultation, follow up data and information gathered from actions identified above**

	<b>What does this information tell us?</b>
This proposal formed part of the overall budget consultation process.	We received no comments specifically on this proposal.

**Section 16: Final impact analysis (taking the findings from Part B into account) – including review date if required**

For now, we have assessed the Total Transport Project as having a neutral effect across people with protected characteristics. In time, as the project develops, we expect the full impact to become clearer and would expect positive impacts to follow.