



RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

21st NOVEMBER 2019

**THE IMPACT OF THE PUBLIC SERVICE VEHICLE ACCESSIBILITY
REGULATIONS 2000 ON CHARGING FOR SPARE SEATS ON
MAINSTREAM SCHOOL / COLLEGE TRANSPORT**

**REPORT OF THE DIRECTOR OF PROSPERITY,
DEVELOPMENT AND FRONTLINE SERVICES**

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1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to update Cabinet on the impact of the Public Service Vehicles Accessibility Regulations 2000 (PSVAR), which from 1 January 2020 will affect the discretionary sale of spare seats to mainstream learners who do not qualify for free school/college transport.

2. RECOMMENDATIONS

- 2.1 In the absence of any derogation from the Public Service Vehicles Accessibility Regulations 2000 for closed school/college contract vehicles or an extension of time being granted, it is recommended that the Council:
- i) Provides a refund to those who, in advance, purchased a spare seat on mainstream school/college transport for the Spring and Summer Terms in 2020;
 - ii) Retains the current arrangements for those who purchased a spare seat on mainstream school/college transport for the Autumn Term in 2019, but with no charge being made from 1 January 2020;
 - iii) Informs residents that changes in respect of the Public Service Vehicles Accessibility Regulations 2000 prevent the Council from selling spare seats on mainstream school/college transport from 1 January 2020, but that the scheme will continue in a revised format;

- iv) Subject to capacity; Invites applications for spare seats at the end of the Summer Term in 2020 and beyond on a first come first served basis to existing payers, with any capacity remaining being allocated to those living furthest away from their nearest/catchment school/college, but with no charge being made.

3. REASONS FOR RECOMMENDATIONS

- 3.1 Earlier this summer, the Department for Transport informed all local authorities in England, Scotland and Wales about the impact on school/college transport when the Public Service Vehicles Accessibility Regulations 2000 (PSVAR) come into force for buses and coaches (over 22 passenger seats) on 1 January 2020. The clarification was that PSVAR will apply to any school/college service where a fare is taken – even where the money is collected by the local authority.
- 3.2 Local authorities throughout Great Britain had believed consistently that closed school/college contracted vehicles that are not open to the public would not be subject to these regulations. However in June 2019, it became clear that the Department for Transport was adamant that where a learner purchases a spare seat that is not used by a learner who is entitled to receive free transport, a charge can only be made from 1 January 2020 if the vehicle meets PSVAR standards.
- 3.3 Only eight of the 185 vehicles (over 22 passenger seats) which are currently used to provide dedicated mainstream school/college transport comply with the updated requirements, making it impossible to sell spare seats on contracted school/college transport from 1 January 2020, unless a derogation for closed school/college contract vehicles or an extension of time is granted by the Department for Transport.

4. BACKGROUND

- 4.1 PSVAR details the accessibility requirements for those buses and coaches with over 22 passenger seats that provide either a local bus service, as defined in section 2 of the Transport Act 1985, or any other scheduled service for the carriage of passengers at separate fares. The regulations were introduced in December 2000 on a phased basis, with full implementation being complete on 1 January 2020.
- 4.2 Since January 2016, all single and double deck buses used on local bus services have needed to be compliant with the regulations. The final stage is that from 1 January 2020, they will include coaches, such that all buses and coaches with more than 22 passenger seats that are

used on any scheduled service where separate fares are charged must be PSVAR compliant.

- 4.3 The requirements include:
- space for a wheelchair, with suitable safety provisions, depending on whether the wheelchair is carried facing forwards or backwards;
 - a boarding device to enable wheelchair users to get on and off vehicles;
 - priority seats for disabled passengers;
 - criteria for steps;
 - handrails to assist disabled people;
 - visual contrast of features like handrails and steps to help partially sighted people;
 - easy-to-use bell pushes throughout the vehicle;
 - audible and visible signals to stop a vehicle or to request a boarding device;
 - external equipment to display the correct route and destination.
- 4.4 The Council recognises the benefits of an accessible transport network. It has worked with its bus operators since 2000 to open up local public transport for all. By the end of 2012 every local bus service within Rhondda Cynon Taf, whether commercial or contracted, had low floor, wheelchair accessible vehicles that met the requirements of PSVAR operating on them, well ahead of the deadline.
- 4.5 Coaches on longer distance scheduled services, such as Megabus and National Express, are a natural progression with their inclusion under PSVAR mandated from 1 January 2020. However, the application of the extended accessibility regulations for coaches per se, especially those operating on closed but scheduled school/college transport, creates an anomaly with seemingly unintended consequences, as learners with mobility issues that seemingly are disadvantaged by non-compliance with PSVAR already have dedicated and specially adapted vehicles to meet their individual mobility needs, operating from door to door.

5. IMPACT ON MAINSTREAM SCHOOL / COLLEGE TRANSPORT

- 5.1 The Council currently has 201 closed mainstream school/college transport routes, operated by 185 vehicles. Only eight of these vehicles will be PSVAR compliant in January 2020. These vehicles carry around 9,100 individual learners to and from school/college. In addition, the Council purchased 1,426 season tickets from NAT and Stagecoach for use by college students on local bus routes operated by PSVAR compliant buses during the 2018/19 academic year. Taken together,

the outturn cost for mainstream school/college transport in 2019/20 is estimated to be £5,814,413.

- 5.2 The criteria used by this Council to determine the eligibility to receive free school/college transport is based on walking distance, measured by the shortest, available walking route. It is more generous than is specified within the Learner Travel Measure (Wales) 2008. Free transport is provided to learners whose home address is 1.5 miles or more from the nearest or catchment primary school or 2 miles or more from the nearest or catchment secondary school/college, instead of 2 miles and 3 miles respectively.
- 5.3 For learners who do not qualify for free school/college transport, it is the parent's responsibility to make their own travel arrangements. The Council offers such parents the possibility to purchase spare seats on its contracted school/college transport. As it is a discretionary provision, seats are only sold subject to availability. The provision of seats that are available for purchase is governed by the capacity that has not been taken up by entitled learners. Additional or larger vehicles cannot be provided for learners that are not entitled to receive free school/college transport. Therefore, demand often exceeds supply.
- 5.4 This practice is not unusual and many local authorities in Great Britain offer a similar service. In the 2018/19 academic year, this Council sold 604 seats to non-entitled learners on 98 contracted coaches, none of which would be PSVAR compliant on 1 January 2020. This service is only offered annually, though written applications to pay in monthly or termly instalments are considered. The current cost for the 2019/20 academic year is £126 per academic year. In 2018/19, it resulted in an annual income of £73,929 for seats that otherwise would not be used.
- 5.5 Since PSVAR came into being in 2000, it has been the view of the transport industry and local authorities alike that the regulation would not apply to dedicated school/college transport services, as generally these operations would fall into a 'private hire' arrangement between the local authority and the operator, where the vehicle as a whole is hired.
- 5.5 However, over the summer there has been a development which has overturned this understanding that affects learners who are not entitled to free school/college transport, and who have been able to access dedicated school/college transport services, because there are spare seats on them which the local authorities have chosen to sell as part of their wider transportation policies.
- 5.6 It is in this area that the Department for Transport provided specific guidance to local authorities in June 2019 in respect of PSVAR, when it confirmed:

- The regulations will fully commence on 1 January 2020;
 - That dedicated school/college buses and coaches providing free learner transport are not within the scope of the regulations;
 - That dedicated school/college buses and coaches providing a 'spare seat' policy where the learner pays for a seat whether directly to the service provider or through the local authority as contractors are captured under the separate fares definition;
 - Regardless of how or if the local authority provides specific transport to learners with accessibility needs, the vehicles they use that provide 'spare seats' must meet the PSVAR requirements.
- 5.7 This is a relatively complex issue that the Council is unable to control. Effectively, it means that because a local authority 'sells' spare seats, no matter how a parent 'pays' for that seat (to the school/college, operator or local authority), they are paying for a 'separate fare' to access the bus and coach and as such PSVAR will apply.
- 5.8 In Wales it is further complicated by the Safety on Learner Travel (Wales) Measure 2011, which require all dedicated school/college transport vehicles to be fitted with seat belts. As such, the vehicles used on these services are mainly coaches and will not be PSVAR compliant.
- 5.9 The Welsh Local Government Association has taken up the concerns of the local authorities in Wales with the Department for Transport. They have been assured that the Department for Transport appreciates that their clarification contrasts with the previous understanding of some authorities that school/college transport was exempt in its entirety.
- 5.10 In recognition of the concerns about the cost pressures that compliance places on the local authorities, the Department of Transport are working with them to understand the impacts of the implementation of PSVAR, and consider what kind of transitional arrangements may be needed.
- 5.11 The Government remains committed to supporting a transport network that is truly inclusive for everyone, and at best, this seems likely only to be an extension of time. Without it, or any form of derogation, the Council will no longer be able to charge for vacant seats on dedicated home to school/college transport vehicles that have more than 22 passenger seats with effect from 1 January 2020.

6. OPTIONS FOR THE COUNCIL

- 6.1 The Council needs to consider its position from 1 January 2020, as it will not be possible to sell spare seats from that date on vehicles that do not meet PSVAR requirements. It has already sold 545 spare seats for the 2019/20 academic year, and is continuing to sell more now that the

available capacity not being taken up by entitled learners has become clearer and the winter weather takes hold.

- 6.2 With only eight PSVAR coaches operating in Rhondda Cynon Taf, compliance means that either the Council withdraws the opportunity to purchase surplus seats on its contracted school/college transport, or it makes the service free of charge.
- 6.3 NAT Group and Stagecoach, the Council's major local bus operators, both have a fully compliant fleet of buses and consider that the carriage of learners who are not entitled to free school transport without charge is potentially denying them of a potential revenue source and therefore anti-competitive. However, no challenge has been made to the sale of spare capacity at a much lower rate than their equivalent prevailing commercial fare scale.
- 6.4 The selling of seats is administratively intensive, particularly during July to September inclusive, which is the service area's busiest time. It is particularly fraught, trying to identify where seats are regularly vacant and dealing with anxious parents. It accounts for 5% of recorded staff time throughout the year, peaking at 24% during the busiest four week period around the start of the academic year. Making the service freely available will simply increase the demand and the pressure felt by the staff in administering what remains a discretionary service.
- 6.5 A balance is therefore needed to maintain the service for those who had hitherto paid for it against the increased demand. However, cognisance needs to be paid to other unintended consequences that result from the change in PSVAR. Firstly, there is the environmental impact of increased emissions from the extra parental traffic and congestion that will result around schools/colleges. There is also the inconvenience to parents.
- 6.6 Notwithstanding the above, and in the absence of any derogation from the Public Service Vehicles Accessibility Regulations 2000 for closed school/college contract vehicles or an extension of time, there needs to be an orderly transition.
- 6.7 There are a number options moving forward to consider:
 - i) Allow all learners who have purchased a spare seat to travel at no charge for the remainder of the academic year (from 6 January 2020 to 17 July 2020), and then;
 - take no further applications for this period;
 - not make any spare seats available from September 2020.A letter will be sent to parents who purchased a seat during the Autumn Term 2019, informing them of the change in legislation that will prevent the Council from selling spare seats on its contracts and

that parents must make alternative travel arrangements. This would comply with the regulations but would be very unpopular with existing purchasers.

- ii) Allow all learners who have purchased a spare seat to travel at no charge for the remainder of the academic year (from 6 January 2020 to 17 July 2020), and then;
- take no further applications for this period;
 - only make any spare seats available at no charge to learners who purchased a spare seat for the Autumn Term in 2019;
 - phase this offer out once those learners leave their existing school/college.

A letter will be sent to parents who purchased a seat during the Autumn Term 2019, informing them of the change in legislation that will prevent the Council from selling spare seats on its contracts. Phasing out the offer of spare seats gradually would comply with the regulations, whilst being a more equitable way to treat existing purchasers.

- iii) Allow all learners who have purchased a spare seat to travel at no charge for the remainder of the academic year (from 6 January 2020 to 17 July 2020) and then;
- continue to take further applications for this period;
 - make any spare seats available for learners who are not entitled to receive free school/college transport free of charge;
 - invite applications for the 2020/21 academic year and beyond each July, giving priority to parents who purchased a seat during the Autumn Term 2019,

A letter will be sent to parents who purchased a seat during the Autumn Term 2019, informing them of the change in legislation that will prevent the Council from selling spare seats on its contracts. Prioritising the offer of spare seats at no charge would be within the regulations, whilst still being a more equitable way to treat existing purchasers.

- iv) Allow all learners who have purchased a spare seat to travel at no charge for the remainder of the academic year (from 6 January 2020 to 17 July 2020) and then;
- continue to take further applications for this period;
 - make any spare seats available for learners who are not entitled to receive free school/college transport free of charge;
 - invite applications for the 2020/21 academic year and beyond each July on a first come first served basis, giving first priority to parents who purchased a seat during the Autumn Term 2019 and second priority to those in living furthest away from their catchment school/college.

A letter will be sent to parents who purchased a seat during the Autumn Term 2019, informing them of the change in legislation that will prevent the Council from selling spare seats on its contracts. Prioritising the offer of spare seats at no charge would be within the regulations. Using two stages would safeguard existing users and limit additional congestion and harmful emissions caused by more parents opting to take their children to school/college by car.

- v) Allow all learners who have purchased a spare seat to travel at no charge for the remainder of the academic year (from 6 January 2020 to 17 July 2020) and then;
- continue to take further applications for this period;
 - make any spare seats available for learners who are not entitled to receive free school/college transport free of charge;
 - invite applications for the 2020/21 academic year and beyond each July on a first come first served basis.

A letter will be sent to parents who purchased a seat during the Autumn Term 2019, informing them of the change in legislation that will prevent the Council from selling spare seats on its contracts. Offering spare seats to all free of charge each July on a first come first served basis would increase demand and could disadvantage existing purchasers.

- vi) Allow all learners who have purchased a spare seat to travel at no charge for the remainder of the academic year (from 6 January 2020 to 17 July 2020) and then;
- continue to take further applications for this period;
 - make any spare seats available for learners who are not entitled to receive free school/college transport free of charge;
 - invite applications for the 2020/21 academic year and beyond each July on a first come first served basis until such time as PSVAR compliant vehicles can be procured for the affected routes;
 - re-introduce charging once full compliance is achieved and invite applications to purchase spare seats on a first come first served basis.

A letter will be sent to parents who purchased a seat during the Autumn Term 2019, informing them of the change in legislation that will prevent the Council from selling spare seats on its contracts. The specification of wheelchair accessible coaches for the affected fleet will be fully PSVAR compliant and enable seats to be sold once again. However at a cost £5,880,000 per annum, it would exceed the revenue brought in (£73,929 per annum at 2018/19 prices) during the remaining eight year life of the contract by almost tenfold, and would not be affordable.

7. EQUALITY AND DIVERSITY IMPLICATIONS

- 7.1 The Council is subject to the Equality Duty (section 149 of the Equality Act 2010), where public authorities must, in the exercise of their functions, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
 - Advance equality of opportunity between people who share a protected characteristic and those who do not;
 - Foster good relations between people who share a protected characteristic and those who do not.
- 7.2 The Council has a duty to have due regard to the legislation, by assessing the possible impact on individuals and groups in the community of changes to PSVAR, which from 1 January 2020 will affect the discretionary sale of spare seats to mainstream learners who do not qualify for free school/college transport.
- 7.3 An Equality and Impact Assessment has identified a negative or adverse impact upon mainstream learners who do not qualify for free school/college transport and who hitherto had relied on the discretionary sale of spare seats. The resulting implementation arrangements will need to have full regard to equality planning requirements, thus ensuring every effort is made to minimise the negative impacts and the promotion of equality.
- 7.4 Due regard has been given to the 'duty' placed on the Council in this respect and those grounds based on equality considerations have been considered in response to the change in PSVAR and its impact on the Council's school/college transport provision.

8. CONSULTATION / INVOLVEMENT

- 8.1 Regardless of how or if the local authority provides transport to learners with additional needs, the vehicles they use that provide 'spare seats' must meet the PSVAR requirements. This is a relatively complex issue that the Council is unable to control. It has to comply and its choice is merely how to mitigate the impact.
- 8.2 This is the same for other Councils across Wales. The impact of the change in PSVAR on the selling of spare seats on school/college transport has only recently been clarified and Councils do not have the financial ability to comply with the requirements and provide accessible vehicles for all school/college routes that have spare seat capacity.

- 8.3 The Learner Travel Information (Wales) Regulations 2009 place a duty on Council's in Wales to publish information on their learner travel policies. This must be done before 1 October of the year preceding the academic year to which it relates. This means that the Council has missed the deadline and will not be in a position to publish a new policy confirming arrangements for spare seats for the 2020/21 academic year.
- 8.4 The discretionary elements of the Council's policy are subject to review and may be discontinued. Any proposed changes will be subject to consultation with learners and parents/carers and, if taken forward by the Council, will usually apply from the start of a school/college year and will have regard to the Learner Travel (Wales) Measure 2008.
- 8.5 A letter will be sent to parents who purchased a seat during the Autumn Term 2019, informing them of the change in legislation that will prevent from selling spare seats on its contracts, and the mitigation that is being put in place to ensure compliance.

9. FINANCIAL IMPLICATION(S)

- 9.1 In the 2018/19 academic year, the Council sold 604 seats to non-entitled learners on 98 contracted coaches, none of which would be PSVAR compliant on 1 January 2020. The current cost is £126 per academic year and in 2018/19, it resulted in an annual income of £73,929 for seats that otherwise would not be used.
- 9.2 The cost of conversion or replacement is estimated at £60,000 per vehicle or £5,880,000 for the 95 vehicles. This would exceed the revenue brought in over the remaining eight year life of the contract by almost tenfold, and would not be affordable.
- 9.3 The selling of seats is administratively intensive and accounts for 23.8% of recorded staff time during the already busy period from late August to early September. Making the service freely available will simply increase the demand and the pressure felt by the staff in administrating what remains a discretionary service.
- 9.4 The cost of refunding those who have purchase seats in advance for spring and summer terms 2020 is estimated to be £45,780. This will be an additional revenue cost for 2019/20 and the impact on the revenue budget will be reported through the quarterly performance reports.
- 9.5 There is an income target budget of £77,180 for the sale of seats. As income will no longer be collected this income target budget will need to be removed. This will be included in the Council's Medium Term Financial Planning updates for 2020/21.

10. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 10.1 The Learner Travel (Wales) Measure 2008 places a statutory duty to assess the travel needs of learners in its area and to provide free school/college transport to those learners of compulsory school/college age who live beyond a safe walking distance of 2 miles or 3 miles from their nearest suitable primary and secondary school/college respectively.
- 10.2 Beyond the statutory minimum, the Council has determined that when assessing entitlement on the basis of safe walking distance, to use the discretionary powers afforded to it under the provisions of the Measure to make a more generous provision to learners. Free travel is provided for nursery and primary school learners who live 1.5 miles or further from their nearest suitable school, and for secondary and post 16 learners who live 2 miles or further from their nearest suitable school/college.
- 10.3 There is no statutory basis to make spare capacity available on an existing contracted school/college transport route for non-entitled learners. However having determined to sell spare seats the Council must meet the PSVAR requirements.
- 10.4 Earlier this summer, all local authorities in England, Scotland and Wales were informed that the Department for Transport had clarified that when PSVAR comes into force for buses and coaches (over 22 passenger seats) on 1 January 2020, they will apply to any school/college service where a fare is taken – even where the money is collected by the local authority.
- 10.5 That means where a learner purchases a spare seat that is not used by a learner who is entitled to receive free transport, a charge can only be made from 1 January 2020 if the vehicle meets PSVAR standards.
- 10.6 The Transport Act 1985 places a duty on an authority responsible for expenditure on public passenger transport services, in the exercise and performance of their functions in relation to agreements providing for service subsidies, to conduct themselves as not to inhibit competition between persons providing or seeking to provide public passenger transport services in their area. This may prevent them from giving away spare capacity.
- 10.7 NAT Group and Stagecoach, the Council's major local bus operators, both have a fully compliant fleet of buses and consider that the carriage of learners who are not entitled to free school transport without charge is potentially denying them of a potential revenue source and

therefore anti-competitive. However, no challenge has been made to the sale of spare capacity at a much lower rate than their equivalent prevailing

11. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

- 11.1 The Well-being of Future Generations Act 2015 requires the Council to think about the long-term impact of their decisions, to work better with people, communities and each other and to prevent persistent problems such as poverty, health inequalities and climate change. To make sure we are all working towards the same purpose, the Act puts in place seven well-being goals on the Council:
- A prosperous Wales;
 - A resilient Wales;
 - A healthier Wales;
 - A more equal Wales;
 - A Wales of cohesive communities;
 - A Wales of vibrant culture and Welsh Language;
 - A globally responsible Wales.
- 11.2 The Act imposes a duty on all public bodies in Wales to carry out “sustainable development”, defined as being the, process of improving the economic, social, environmental and cultural wellbeing of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the wellbeing goals."
- 11.3 The Act sets out five ways of working needed for the Council to achieve the seven well-being goals, these being:
- The importance of balancing short –term needs with the needs to safeguard the ability to also meet long-term needs;
 - Considering how the Council’s objectives impact upon each of the well-being goals listed above;
 - The importance of involving people with an interest in achieving the well-being goals and ensuring that those people reflect the diversity of the area which the Council services;
 - Acting in collaboration with other persons and organisations that could help the Council meet its well-being objectives; and
 - Acting to prevent problems occurring or getting worse.
- 11.4 Looking at an alternative model, not charging for spare capacity, rather than investing in largely unnecessary PSVAR complaint coaches, makes better and sustainable use of our limited and decreasing resources.

- 11.5 Doing so, is also more inclusive and delivers greater benefits to the community, increasing their resilience and providing feelings of being safe and involved. Those who take up the spare capacity will have a more sustainable choice of accessing education, resulting in less congestion, reduced emissions, better air quality and improvements to the local environment for residents of all ages.
- 11.6 This approach will deliver a sustainable and effective network of passenger transport services, which will increase user satisfaction and be of long-term benefit to residents.
- 11.7 The potential health and environmental implications associated with implementing the recommendations set out in this report support the Well-being Plan of the Cwm Taf Public Services Board, the declaration by the Welsh Government of a Climate Emergency and the Council's own Corporate and Air Quality Action Plans. One of the objectives of the Corporate Plan is to "encourage our residents to be more active and healthy", whilst the Air Quality Action Plan is aimed at tackling pollution at locations within the County Borough which currently exceed national guidelines.
- 11.8 Within Rhondda Cynon Taf, the main cause of the air pollution is from traffic emissions. There is a need to ensure that the environmental impact of changes in PSVAR are mitigated to reduce the extra parental traffic and congestion that could result around schools/colleges from learners switching to the car, rather than the more sustainable choice of walking or cycling to / from school.
- 11.9 One of the objectives in the Well-being Plan is to "help people live long and healthy lives and overcome any challenges". A recent Cwm Taf University Health Board report on childhood obesity has found that the combined Rhondda Cynon Taf and Merthyr Tydfil area has the highest rate in Wales at 14.6%. It is unclear whether the removal of spare seats from Council funded home to school transport journeys impact on obesity in a positive or negative way, as it could lead to one of two outcomes;
- i) Learners affected by the change are instead transported door to door in private cars. This would exacerbate obesity issues as the walk to / from the bus stop would be removed.
 - ii) Learners affected by the change opt to walk to school. This would reduce obesity and encourage more active and healthy lifestyles.
- It is unclear which will be the most likely outcome.

12. CONCLUSION

- 12.1 Compliance with PSVAR means that either the Council withdraws the opportunity to purchase surplus seats on its contracted school/college

transport, or it makes the service free of charge. It would be less of a strain on the Transportation Service, whose staff are primarily engaged in the administration of transport for those who are entitled under the Council's policy to receive free school/college transport, as the allocation of spare capacity is a very stressful and contentious aspect, which takes up a disproportionate amount of staff time.

- 12.2 To withdraw the service in due course on the back of changes to PSVAR would make business sense, as notwithstanding the loss of income amounting to £73,929 per annum at 2018/19 prices, there would be a staff time saving of almost 400 hours. However, to do so would create detrimental outcomes for those learners who take advantage of an opportunity to use empty seats on existing vehicles. It would also create further congestion and harmful emissions, as more parents may opt to take their children to school/college by car.

Other Information:-

Relevant Scrutiny Committee

[ARTICLE 6 – OVERVIEW AND SCRUTINY COMMITTEE](#)

(Terms of Reference of each of the Scrutiny Committees to assist Officers with selecting the correct Committee).

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

21st NOVEMBER 2019

**THE IMPACT OF THE PUBLIC SERVICE VEHICLE ACCESSIBILITY
REGULATIONS 2000 ON CHARGING FOR SPARE SEATS ON
MAINSTREAM SCHOOL / COLLEGE TRANSPORT**

**REPORT OF THE DIRECTOR OF PROSPERITY,
DEVELOPMENT AND FRONTLINE SERVICES**

Item:

Background Papers

Background papers should be a List of documents relating to the subject matter of the report which in the officers opinion will:

- a) Disclose any facts or matters on which the report or an important part of the report is based; and
- b) Which have been relied on to a material extent in preparing the report

But does not include published works or those which disclose exempt or confidential information