



Community Transport projects : grant funding

Committee Operations

Date of meeting 24 June 2016

Date of report 08 June 2016

Report by Assistant Chief Executive (Operations)

1. Object of report

To recommend the Committee notes the update on those community transport projects which have been awarded grant funding by SPT in 2015/2016.

This report affects East Ayrshire, East Dunbartonshire, Glasgow City, North Ayrshire, North Lanarkshire and South Lanarkshire Council areas.

2. Background

Since April 2008, SPT has been managing funding for community transport projects on behalf of constituent authorities.

This report contains details of those community transport projects which have been grant funded during the period 1 October 2015 to 31 March 2016.

3. Summary of projects

A brief summary of community transport projects which have been awarded grant funding follows:

(a) Blantyre Volunteer Group (approved under Scheme of Delegation 30 March 2016)

Established in 1984, Blantyre Volunteer Group aims to provide affordable, accessible community transport services for voluntary and community groups and individuals in Blantyre and surrounding areas of South Lanarkshire.

They currently provide transport services to over 76 community groups and in 2015 provided transport to over 16,732 passengers.

Blantyre Volunteer Group sought assistance in the sum of £21,000 from SPT to allow it to continue to provide its group transport and contribute towards vehicle maintenance and driver costs.

The sum of £21,000 was granted in financial year 2015/2016.

(b) British Red Cross Society (approved under Scheme of Delegation 20 October 2015)

The British Red Cross Society (BRCS) currently provides a Community DRT/MyBus Service on Arran as well as a transport/escort service in North Ayrshire and Arran offering transport for vulnerable groups such as the elderly and infirm for both routine and long-term patient treatment.

In 2014/2015 a total of 4,320 passenger journeys were undertaken by both projects, 3,353 MyBus journeys and 967 volunteer project journeys.

The BRCS sought funding of £25,449 to allow the continuation of its Arran Community DRT/MyBus service for a further 6 months from 01 October 2015 until 31 March 2016.

The sum of £25,449 was granted in financial year 2015/2016.

(c) Coalfield Community Transport (approved under Scheme of Delegation 05 November 2015 and 16 March 2016)

The Coalfield Community Transport initiative aims to provide affordable and accessible transport to community and voluntary groups to enable them to participate more freely in social, recreational and community activities. Services provided include Group transport, Dayhopper Club, Awayhopper service, Wheels2Work and Early Years' service.

Coalfield CT submitted a one year funding proposal in respect of its Skares & Sinclairston CT link/Cumnock DRT in which it sought funding of £36,397. This scheme provides a timetabled link for residents in Skares and Sinclairston and also provides a DRT service for residents within Cumnock and surrounding areas. An average of 75 passenger journeys per week is currently being undertaken on this service.

The sum of £36,397 was granted for financial year 2015/2016.

Coalfield CT also sought assistance in the sum of £50,000 from SPT to allow it to continue with its current services as well as expand its range of services throughout East Ayrshire.

The sum of £50,000 was granted in financial year 2015/2016.

(d) Community Transport Glasgow (approved under Scheme of Delegation 16 March 2016)

Established in 2006, Community Transport Glasgow (CTG) aims to promote and support the delivery of high quality, reliable and accessible transport to the communities of Glasgow and the surrounding areas.

CTG is now a key player in the community transport sector. Its principal area of activity is in the delivery of a range of transport services in partnership with other organisations. These include club transport for a number of organisations supporting the elderly and disabled (on behalf of Glasgow City Council). In addition to this core function, it acts as an umbrella organisation offering support to other groups in the Glasgow area and offers a vehicle maintenance facility to the sector at its premises in Shettleston, where it also provides Minibus Driver Awareness Training (MiDAS)

CTG currently manages the East Dunbartonshire Community Transport project and sought funding of £25,000 to maintain, develop and increase the delivery of community transport services in East Dunbartonshire.

The sum of £25,000 was granted in financial year 2015/2016.

During 2015/16 CTG also sought funding towards its community transport scheme in Drumchapel (CB2) from 01 April 2015 until 31 March 2016. Funding of £47,684 was initially awarded however as this service has been registered as a Community bus service, on-board revenue of £19,796 which was collected during this period, was utilised to offset the operating costs of the service. The total funding claimed in financial year 2015/2016 was £27,888.

(e) East Kilbride Community Transport (approved under Scheme of Delegation 25 February 2016)

Established in 1983, East Kilbride Community Transport aims to provide affordable transport solutions for residents, voluntary and community organisations in East Kilbride as well as further afield in South Lanarkshire.

They currently provide transport services to over 38 community groups.

East Kilbride Community Transport sought a funding contribution of £15,000 to allow it to continue to provide its group transport and contribute towards vehicle maintenance and driver costs.

The sum of £15,000 was granted in financial year 2015/2016.

(f) Getting Better Together (approved under Scheme of Delegation 25 February 2016)

Getting Better Together (GBT) is a community-centred health initiative established in 2000. The aim of the organisation is to promote health and wellbeing of local residents of Shotts and the surrounding areas through the provision of a range of community health services.

GBT sought a funding contribution of £32,000 to allow it to continue to deliver its community transport services in North Lanarkshire and also fund the continuation of its volunteer car scheme.

In 2015, GBT had 105 group members and 200 individual members and undertook 27,776 passenger journeys.

It was agreed that £32,000 be awarded from the Enhanced DRT/Community Transport budget for financial year 2015/2016.

(g) NATA (North Area Transport Association)

North Area Transport Association (NATA) aims to serve socially excluded groups in North Glasgow by providing accessible and affordable community transport which links effectively with local service providers.

NATA sought one year funding of £4,589 to continue its community transport link to Lennoxton on Tuesday evening to enable elderly residents to participate more freely in social and community activities within the Glasgow area.

The sum of £4,589 was granted in financial year 2015/2016.

During 2015/16 NATA also sought funding to continue their community transport schemes in Townhead (CB1) and Sighthill/Trongate (CB4) from 01 April 2015 until 31 March 2016. Funding of £58,278 was initially awarded (£29,139 per service) however as both services are registered Community bus services, on-board revenue of £19,495 which was collected during this period, was utilised to offset the operating costs of both services. The total funding claimed in financial year 2015/2016 was £38,783 (£17,311 for CB1 and £21,472 for CB4).

(h) The Rural Development Trust Ltd (approved under Scheme of Delegation 20 October 2015, 11 January 2016 and 16 March 2016)

The Rural Development Trust Ltd (RDT) provides community transport services to over 350 community groups within South Lanarkshire. It currently operates over 100,000 passenger journeys per year, mainly taking community groups on trips and outings.

Aside from transport provision, the RDT provides low cost maintenance and repairs to a number of voluntary and community organisations in South Lanarkshire who operate their own minibuses.

It is a member of the West of Scotland Community Transport Network and is involved in SPT's Community Transport Public Social Partnership (PSP).

The RDT sought further funding of £26,734 to allow the continuation of its community transport scheme from 28 September 2015 until 31 March 2016. This service provides residents in rural areas such as Crawford, Abington, Douglas and Rigside with a timetabled service which offers interchange opportunities not currently provided within the existing public transport network.

This service is part of SPT's Public Social Partnership project to develop and pilot transport solutions for local communities.

The sum of £26,734 was granted in financial year 2015/2016.

(i) Voluntary Action South Lanarkshire – CamGlen NHS Patient Volunteer Car Project (approved under Scheme of Delegation 16 March 2016)

The CamGlen NHS Patient Volunteer Car Project provides a door-to-door service for elderly/infirm patients requiring transport to NHS facilities within the Glasgow area. Users, who must be referred to the scheme by the NHS, are generally those for whom public transport is inaccessible and they do not fit the criteria for the NHS Patient Transport Service.

In 2015, a total of 624 journeys were undertaken.

CamGlen sought a funding contribution of £2,500 to allow it to continue with its current scheme. The sum of £2,500 was granted for financial year 2015/2016.

4. Committee action

The Committee is recommended to note these community transport projects which have been awarded grant funding from period 1 October 2015 to 31 March 2016 as detailed in the report.

5. Consequences

Policy consequences: *In line with Regional Transport Strategy.*

Legal consequences: *All awards were made subject to SPT's terms and conditions for Grant Funding.*

Financial consequences: *These projects were funded from the 2015/2016 Enhanced DRT budget.*

Personnel consequences: *None.*

Equalities consequences: *Seeks to reduce the incidence of social exclusion by supporting community transport projects which complement the activities of SPT and other transport providers.*

Risk consequences: *None.*

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