

Community Transport in MAKI

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Community Development



WHAT IS COMMUNITY TRANSPORT?

- A transport service provided by a not for profit organisation, for people who have difficulty accessing mainstream public transport.
- Scotland wide there are 3.5 m trips a year, benefitting over 100,000 people.
- 62% of users are over 60 and 16% are disabled.
 - (CTA Scotland, State of the Sector, 2012)



Evidence of need and benefits

- Health and social care
- Education
- Environment
- Community
- Economy

Age Scotland, (2013) Driving Change: the Case for Investing in Community Transport



Coffee morning in Tayvallich village hall



Mapping CT in MAKI

Red Cross – all areas

Mid Argyll Transport volunteers,

MS Centre's wheelchair adapted car, Lochgilphead

Shopper Aide, Kintyre

Happy Bus, Campbeltown

Timebank drivers, Islay

Islay Baptist Church mini-bus

Council also support community with on demand services:

Argyll and Bute Council minibuses

Dial-a-bus in Campbeltown.



Red Cross transport service

- Specialist vehicles and volunteer drivers
- Service delivery area from Campbeltown to Benderloch by way of Islay and Jura
- 200-350 people a year get help.
- Criteria:
 - cannot get onto a bus
 - Mobility difficulties/poor health
 - No age criteria



Funding

30% statutory grants and 70% other grants.

Rehfish A, 2013: An Introduction to Community Transport.



For example, the MS Centre applied for funding from a charitable trust to buy this wheelchair adapted car to help people with MS and other long term conditions get to the MS Centre in Lochgilphead to access therapies and support.



Barriers and issues



- For unavoidable health based journeys passengers have to pay up front and reclaim the money from HITS – could be difficult on a pension.
- Cost of MiDIS training for minibus hire is barrier for community organisations
- Limited access to wheelchair accessible vehicles, felt keenly in Campbeltown
- Costs are high due to rurality and extra support given to passengers.



Conclusions

- Savings to the CPP partners: enables self-care and supported self care.
- Anticipatory and preventative approaches
- Enables health boards to outsource the costs and risks associated with employing transport staff
- Responds to local demand, and can reach areas where public and private sectors do not.
- Limited public transport is a key weakness of rural areas that can make the area fragile and lead to out-migration.
- Equalities – supports people in income and geographical deprivation. (CTAS, (2015) pers.comm.)

