
**Argyll and Bute Community Planning
Partnership**

**Mid Argyll, Kintyre and the Isles
Area Community Planning Group**

6th February 2019

Agenda Item [*for office use*]



A816 Community Transport for Young People survey

Summary

Following a Place Standards survey in 2016 that said there were potentially issues with young people and families accessing extra-curricular activities in the towns for the villages along the A816, a new survey has provided some more information to the members of the MAKI Community Planning Group.

1. Purpose

There is some evidence that children and families in the villages along the A816 are disadvantaged in accessing extracurricular activities. This is also true for training, employment and studies. The group has the opportunity to view the results and to consider appropriate ways to support the local community councils.

2. Recommendations

That a steering group is set up to explore solutions. This steering group could contain at least 2 of the Community Councils and may also be supported by some of the local partners.

3. Background

Surveys were issued online to the communities along the A814. They were distributed by email to:

- Kilmelford Community Council
- Craignish Community Council
- Dunadd Community Council
- Craignish Primary School.
- Kilmartin Primary School.
- Mid Argyll Community Pool.
- Kilmartin Museum
- Craignish Village hall.

Following a request from the Convenor of Craignish Community Council, a further 25 paper surveys were handed into Craignish primary school and distributed by them, to ensure a good

representation of the peninsula and a further 9 were returned.

There were 34 responses in total.

4. Detail

4.1 There were 34 responses representing:

- 67 adults
- 60 children and young people
- 127 persons in total.
- These 34 households had 52 cars between them.

4.2 Geographic representation of the responses is acknowledged to be uneven and favoured the Craignish peninsula. The justification for this is that the action on the Local Outcome Action Plan is specifically focussed on Ardfern. There were also responses from Kilmartin, Kilmichael Glassary, Ford, Arduine and Kilmelford.

- Ardfern 13
- Everywhere else (including Craobh Haven) 21

4.3 By popularity, transport use to access activities by families in these settlements in descending order are:

| | |
|--|-----|
| Car | 91% |
| Lifts with friends | 53% |
| School bus | 38% |
| Bus | 32% |
| Walk | 29% |
| Get a lift using Facebook | 18% |
| Never, or rarely access activities outside our main settlement | 9% |
| taxi | 3% |

4.4

- The most popular activities were *family events in Craignish Village Hall*, accessed not just by Ardfern residents, but also by people from Craobh, Arduine, Ford and Kilmelford. This is to be expected, given the focus on Ardfern.
- The services in Lochgilphead are extremely popular, with the Mid Argyll Community Pool most used. However it is not clear if some of that is accessed via the schools.
- There were as many activities again that were listed as **would like to do this but can't because of transport issues**. Quotes from respondents included:
"There are also many activities in Oban that we are unable to attend due to lack of transport, as well as the kids just going into town to see their friends on a Sunday."

| Venue | Would like to attend, but cannot due to transport issues (individual count) |
|--|--|
| Evening Clubs and sports training at Lochgilphead Joint Campus and Sports Centre | 31 |
| Evening Clubs and events at Lochgilphead Community Centre | 26 |
| Swimming at Mid Argyll Community Pool | 19 |
| Mid Argyll Youth Development Services | 15 |
| Young Archaeologists and events at Kilmartin Museum | 13 |
| Family shows and events in Craignish Village Hall | 8 |
| Other activities (eg Oban, arts, music and dance) | 8 |
| Sailing Club in Ardfern | 5 |
| Badminton in Kilmelford | 4 |
| Playgroup in Kilmelford | 2 |

4.5 Overwhelmingly the reason given for inability to access extra-curricular activities was seen as being time poor. Drivers were unavailable due to other commitments, or there were timing issues. 6 households said that they could not afford to access activities and 5 households had no one to accompany their child. One household had no car.

One respondent wrote: *“We access as many activities as we can but it destroys family life as nearly every night of the week there is one parent on the road - having to drive ONE young person to everything has a detrimental environmental footprint too - it also robs the young person of the independence that making independent transport arrangements would bring.”*

Another: *“Distance is the biggest barrier being 30 minutes from both Oban and Lochgilphead. Getting back home after working in town the last thing you want to do after being out for 11 + hours is to collect the child then get back in the car drive back into town again”*

4.6 Respondents were asked to rate their Household’s consensus view on their likelihood of using a minibus service or a car share service and the following results emerged:

| Statement | Score out of 5 |
|------------------|-----------------------|
|------------------|-----------------------|

| | |
|---|--------------------------------|
| If there was a community minibus we would use it for family activities | 3.59 |
| If there was a community minibus and there was well planned and delivered Child Protection protocols our children and young people would go on the bus unaccompanied. | 3.79 (highest score) |
| If there was a community minibus and there was a charge for passengers would you use it? | 3.62 |
| If there was a community minibus would you pay a commercial rate to hire it for other reasons e.g. weddings, going to festivals, rugby matches etc.? | 2.79 |
| A coordinated car-sharing scheme would be helpful to our household. | 2.82 |

No other transport options were offered. There was one detailed response on how a car sharing scheme might work.

4.7: There was some evidence that there were other uses for young people, including linking to the family home from university, training and jobs:

“As young people who have recently moved from the city to [rural settlement], finding work has been really difficult as there aren't regular transport links to the local towns.”

“Getting to and from work during the busy summer season is hard for students from Ardfern who have no car - whether that work is in neighbouring village (Craobh Haven) or further afield”

4.8: There is some evidence to suggest that a shared community transport or other project could be beneficial to time-starved families. Safety for children and young people should be a key consideration. There is a likelihood that some service and amenity providers would also benefit from increased usage.

There is some evidence of poverty with regards to accessing extracurricular activity (17.65%), and households who are impoverished by other pressures may benefit from affordable opportunities to access training and employment, being able to work increased hours, and having decreased costs of living.

4.9 There are a number of successful community transport solutions throughout rural areas that can act as a model and can advise. These include regular community bus routes, such as Interloch Transport's regular runs, or buses hired out as requested, like Islay Baptist Church's bus. Mid Argyll Community Transport Volunteers

offer a service where drivers are recompensed for their car use, but not their time, which they donate as volunteers. There are national resources and data from Scotland, such as Community Transport Association Scotland (CTAS) as well as Argyll and Bute data from a conference in 2015. These should be considered.

5. Conclusions

The recommendation is that the local community should explore the findings and look at options for going forward in detail. A working group comprising the Community Councils and other partners should form and see what solutions could support young people and families from rural settlements along the A816 to have increased opportunities. Other partners could be of valuable assistance.

6.0 SOA Outcomes

This relates to Outcome 2: We have infrastructure that supports sustainable growth; Outcome 4: Children and young people have the best possible start and Outcome 6: People live in safer and stronger communities.

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