

# 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.

Rehfisch 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.)

