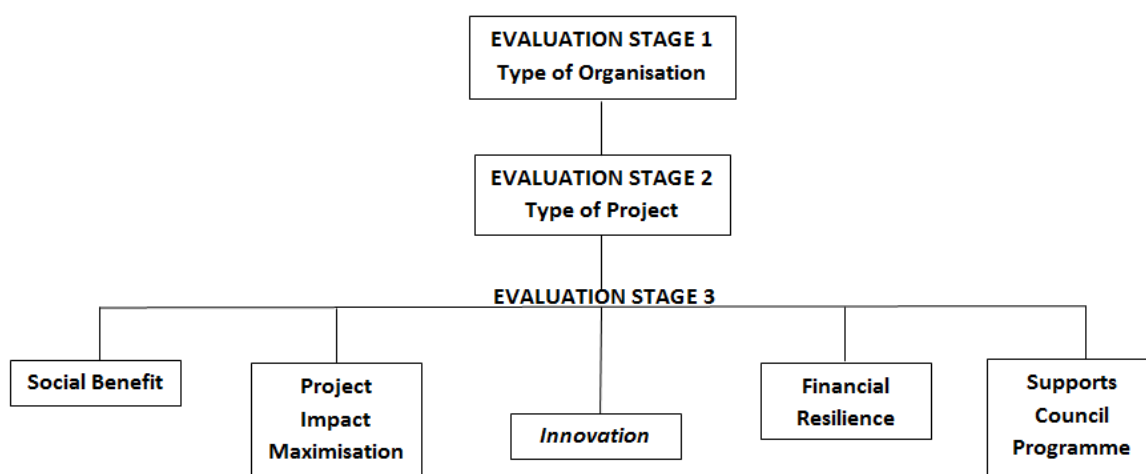


Community Transport Grant Detail - 2016/17-2018/19 and 2019/20 extension

Organisation	Annual award decided 2016	19/20 extension	Comments (where adjustments have taken place)
Ardersier, Petty, Croy and Culloden Moor Transport Association	£4,200	£3000 allocated; £0.00 paid	Due to non-receipt of documentation and minimal activities during 2019/20, no funding has been provided for the 2019/20 financial year. However, £3000.00 has been set aside in the event that the organisation provides evidence of activities during this period of time.
Badenoch & Strathspey Community Transport Company	£30,000	£30,000	
Beaully and District Care Project	£1,200	£1,200	
Boleskine Community Care	£5,400	£1,500	Expenditure has not matched initial grant funding awarded; the adjusted figure more closely matches the current activities and related expenditure for this organisation.
Caithness Rural Transport	£40,000	£42,000	An increase to take into account the increased usage of the scheme, and associated costs which have arisen from this.
Care Lochaber	£57,750	£57,750	
Drimnin Sealink Limited	£950	£0	This organisation failed to provide details of activities/expenditure.
Gairloch Community Car Scheme	£34,626	£34,626	
Glenelg and Arnisdale Bus User Group	£3,100	£5,000	Enhanced award to allow for changes to transport provision and increased usage.
Helmsdale Community Transport	£3,685	£3,685	
High Life Highland	£6,000	£6,000	
Lochaber Action on Disability	£3,994	£3,994	
Mey Village Hall	£3,000	£1,500 allocated; £0.00 paid	Expenditure has not matched initial grant funding awarded.
Minginish Community Minibus	£3,157	£0	Organisation has achieved self-sufficiency and no longer requires grant award.
Nairn Community Transport	£6,250	£6,250	
North West Community Bus Association	£26,000	£26,000	

Organisation	Annual award decided 2016	19/20 extension	Comments (where adjustments have taken place)
Partnerships for Wellbeing	£13,000	£15,000	An increase to address the growth in usage of the scheme.
Ross-shire Voluntary Action	£29,279	£30,500	Enhanced award to allow for increased usage of the scheme.
Shopmobility Highland SCIO	£12,500	£12,500	
Scottish Highlands & Islands and Moray Chinese Association	£6,000	£6,000 allocated; £0.00 paid	Due to non-receipt of documentation, no funding has been provided for the 2019/20 financial year. £6,000 has been set aside in the event that the organisation provides evidence of activities during this period of time.
Sleat Community Trust	£15,000	£15,000	
South West Ross Community Car Scheme	£27,913	£25,913	Reduction to award to more closely reflect annual expenditure.
Strathnairn Community Access and Transport Association	£6,430	£6,430	
Transport for Tongue Ltd.	£24,364	£28,000	An increase to allow for the additional costs arising from maintaining new premises, as well as the work that is being carried out to support college transport to Thurso.
Wick & East Caithness Church and Community Transport	£3,505	£0	Organisation has achieved self-sufficiency and no longer requires grant award.

Evaluation of Applications



Evaluation Stage 1

Evaluation Criteria

Type of Organisation:

- Scottish Charitable Incorporated Organisation
- Company Limited by Guarantee
- Organisation in the process of securing either of the above

At this stage, any application from a group or organisation which has a legal status which includes making a profit or fails to fall into one of the three categories listed above will be excluded.

Applications which satisfy the requirements at this stage will move on to Stages 2 and 3.

Evaluation Stage 2

Evaluation Criteria

Type of Project

At this stage, evaluators will note the nature of the group or organisation's project(s). No score will be assigned at this evaluation stage, but it will be recorded for reference and potentially refinement of Evaluation Stage 3.

Any project which falls within a broad definition of Community Transport and has transport provision as its main focus will move on for further consideration at Stage 3.

Evaluation Stage 3

Evaluation Criteria

The principal and associated criteria which will be applied in evaluating applications will be:

Social Benefit: Benefit to the community or specific group within the community

- a. Demonstrate no or very limited appropriate public transport in proposed project operating area, and/or that any existing transport does not meet the needs being targeted by the project.
- b. Type of support being introduced to the community against proof of need – range of people who will benefit and what community requirements will be served.
- c. Flexibility of operating periods.
- d. Use of accessible vehicles (describing extent of accommodating features).

Project impact maximisation: clarity of plans and goals, effective engagement with stakeholders

- a. A clear plan for how the applicant/project will engage with the target client groups and the broader community.
- b. A clear plan for how the applicant/project will engage with other bodies, agencies and groups to boost impact.
- c. Clear identification of activity, milestone (that is, key progress indicators) and target factors.

Alignment with and support of The Council Programme and Corporate Plan

https://www.highland.gov.uk/info/695/council_information_performance_and_statistics/381/our_priorities

- a. Demonstrating how the project proposal will progress The Highland Council equality aims of promoting a fairer, inclusive Highland.
- b. Demonstrating how the project proposal will attract more people to make the Highlands their home and younger residents to stay here.
- c. Demonstrating how the project proposal will help older citizens to live longer independent lives in their communities.

Financial resilience

- a. Other sources of funding being available to create and sustain the project and activity during the funding period.
- b. The ability to continue financially beyond 31st March 2023 should the project not secure future funding from The Highland Council after this date.

- c. Financial details – both expenditure and income – which demonstrate an understanding of realistic costings and variables.

Innovation

We are seeking applications for projects that demonstrate an innovative spirit: this could fall into one of the defined categories below, or it may be something completely new and unanticipated. No group/organisation or project will be excluded for failing to demonstrate innovation, but points will be awarded for applications that effectively and convincingly demonstrate innovation and the ability of the organisation to carry this out.

In particular, we will be looking at the following criteria:

- a. Environmentally beneficial features; ‘green’ initiatives and long-term sustainability
- b. Outreach to disadvantaged groups within the community whose transport needs have not previously been addressed
- c. Creative partnership working arrangements with the Council and/or other organisations

Criteria Weighting

Each application will be assessed by using the following weighting:

Award Evaluation Criteria	Weighting
Social Benefit: benefit to the community or specific group within the community	40%
Project Impact Maximisation: Clarity of plans and goals	20%
Promoting a fairer, more inclusive Highland	15%
Financial Resilience	15%
Innovation	10%

Application scoring

Each application will be scored using the following marking approach:

Classification	Score
Exceptional – meets the criterion exactly as specified	5
Excellent – very strongly meets the criterion, with only minor weaknesses	4
Good – meets the criterion with some weaknesses	3
Fair – meets the criterion in part but with significant weaknesses	2
Poor – mostly fails to meet the criterion	1
Fail – fails to meet the criterion	0

Community Transport Grant Recommendations, 2020/21 – 2022/23

Applicant Organisation	Type of Scheme / Overview of Community Transport Activities	Average Social Benefit Score ^{1,2}	Average Project Impact Maximisation Score ^{1,2}	Average Council Programme Alignment Score ^{1,2}	Average Financial Resilience Score ^{1,2}	Average Innovation Score ^{1,2}	Averaged, Weighted Stage 3 Evaluation Score ^{1,2}	Recommended Grant Award, 2020/21 – 2022/23
Ardersier, Petty, Croy & Culloden Moor Transport Association	Group hire scheme, with minibus use coordinated by Nairn Community Transport. In particular, aims to fill gaps left by schedule local bus services.	3.33	3.67	3.67	3.67	2.67	3.43	£2,000.00
Badenoch & Strathspey Community Transport Company	Community car scheme, Section 22 routes, and use of wheelchair accessible vehicles to provide affordable and accessible community transport services. Invaluable to the community, particularly vulnerable individuals and groups.	5.00	4.67	4.33	4.67	4.67	4.75	£32,000.00
Beaully and District Care Project	Accessible minibus service delivering transport for the local community, with particular focus on lunch clubs as well as banking/shopping journeys to Inverness for people within Beaully and District.	4.00	3.33	3.67	3.00	1.00	3.42	£1,200.00
Boleskine Community Care	Community car scheme to combat isolation and link volunteer drivers with people for whom transport is otherwise not possible. Stratherrick and Foyers has no taxi service or bus service to link between Stratherrick and Foyers.	3.67	3.67	3.33	2.00	2.00	3.20	£2,200.00
Caithness Voluntary Group	Wheelchair adapted transport (MPVs and minibus) for people in Caithness who have no personal transport of their own and no reasonable access to public transport. 40% of service users are wheelchair registered. Have recently acquired a fully electric MPV to facilitate service provision.	5.00	4.67	5.00	4.67	5.00	4.88	£42,000.00
Care Lochaber	Community car scheme. Lochaber-wide, supporting those who are older, experiencing ill-health, have mobility difficulties, or are experiencing isolation to access services and social activities.	5.00	4.00	4.67	3.00	3.67	4.32	£46,500.00
Connect Assynt Ltd	Transport provision using a 16-seater minibus for vulnerable people within the Assynt area, working to bridge the gaps that are left by existing public transport provision.	2.67	3.67	3.00	1.33	3.00	2.75	£5,000.00

Applicant Organisation	Type of Scheme / Overview of Community Transport Activities	Average Social Benefit Score^{1,2}	Average Project Impact Maximisation Score^{1,2}	Average Council Programme Alignment Score^{1,2}	Average Financial Resilience Score^{1,2}	Average Innovation Score^{1,2}	Averaged, Weighted Stage 3 Evaluation Score^{1,2}	Recommended Grant Award, 2020/21 – 2022/23
Dornoch Area Community Interest Company (DACIC)	A new project that aims to address transport poverty in the Dornoch area by enabling bookable transport provision with a people-carrier vehicle.	4.00	4.33	4.00	2.67	4.67	3.93	£4,750.00
Gairloch Community Car Scheme	Community car scheme which enables local area transport provision, complementing existing public transport which is geared to longer distance needs.	4.00	4.33	4.00	3.00	3.67	3.85	£34,000.00
Glenelg and Arnisdale Bus User Group	Community-run dial-a-bus service for the remote communities of Glenelg and Arnisdale to enable local connectivity, as well as with public transport services providing onward connections to Kyle of Lochalsh, Inverness and routes emanating from there.	4.33	4.00	4.00	2.67	3.50	4.02	£6,500.00
Go Golspie	A new project which centres around transport provision using a fully accessible minibus, filling in the gaps which are left by traditional public transport provision.	5.00	4.67	4.67	4.00	2.33	4.47	£4,750.00
Helmsdale Community Transport	Accessible minibus services to serve wide-ranging transport needs for the local community.	3.33	3.00	3.33	3.00	3.33	3.22	£2,500.00
High Life Highland (Sunart Centre)	Chartering buses twice weekly during school terms to transport young people from Ardgour, Acharacle and Lochaline to participate in evening activities being held at the Sunart Centre in Strontian.	4.33	4.00	4.00	4.67	2.33	4.07	£5,900.00
Lochaber Action on Disability	Accessible minibus-based services supporting respite care trips, outings for wheelchair users, ambulant and disabled people and targeting more rural areas. Diversity of service also includes scheduled and demand-responsive S22 routes.	5.00	4.67	4.67	4.67	4.67	4.80	£4,200.00
Nairn Community Transport	Accessible minibuses providing to enable a wide range of groups to participate in a variety of events and activities, as well as provision of demand responsive S22 journeys. The coordinator also manages the Ardersier minibus bookings.	4.67	4.67	4.00	4.33	4.33	4.48	£5,750.00

Applicant Organisation	Type of Scheme / Overview of Community Transport Activities	Average Social Benefit Score^{1,2}	Average Project Impact Maximisation Score^{1,2}	Average Council Programme Alignment Score^{1,2}	Average Financial Resilience Score^{1,2}	Average Innovation Score^{1,2}	Averaged, Weighted Stage 3 Evaluation Score^{1,2}	Recommended Grant Award, 2020/21 – 2022/23
North West Community Bus Association	Accessible minibuses providing Kinlochbervie and surrounding villages with transport to a wide range of events in the area, where public transport is sparse. Through the provision of S22 registered routes, they also enable journeys to Ullapool, Tain/Alness and Dingwall.	5.00	3.67	3.67	3.00	3.00	4.03	£23,500.00
Partnerships for Wellbeing (P4W)	A door-to-door community car scheme within Inverness, enabling transport provision for those who find it difficult to access either public or private transport. Also use the Merkinch Community Centre's minibus twice weekly for a service that enables participation in health walks for clients with dementia.	4.33	5.00	4.00	3.00	3.67	4.15	£14,500.00
Ross-shire Voluntary Action	A well-established community car scheme in the Black Isle, Black Isle Community Car Scheme (BICCS), as well as more recently, provision of services throughout the Easter Ross area through the Ross-shire Community Transport Partnership (RCTP).	4.33	4.33	4.33	3.67	3.67	4.17	£34,000.00
Scottish Highlands & Islands and Moray Chinese Association (SHIMCA)	STAGE 3 EVALUATIONS WERE NOT COMPLETED FOR SHIMCA; See 5.4							
Shopmobility Highland	Accessible minibus-based service for people with long and short term mobility problems to access shopping. Service area covers the Black Isle, Easter Ross, Dingwall, Drumadrochit, Nairn and Inverness.	5.00	4.33	4.33	4.67	3.33	4.55	£12,500.00
Sleat Community Trust	Sleat Community Trust has operated a subsidised taxi scheme in the past, but with the provision of a MOVE-funded electric vehicle, they will be able to operate more dynamically and flexibly within the Sleat peninsula of Skye to meet transport needs in an area that has minimal public transport provision.	4.67	4.67	4.67	3.33	4.33	4.43	£6,000.00

Applicant Organisation	Type of Scheme / Overview of Community Transport Activities	Average Social Benefit Score^{1,2}	Average Project Impact Maximisation Score^{1,2}	Average Council Programme Alignment Score^{1,2}	Average Financial Resilience Score^{1,2}	Average Innovation Score^{1,2}	Averaged, Weighted Stage 3 Evaluation Score^{1,2}	Recommended Grant Award, 2020/21 – 2022/23
South Lochaber Community Company	A proposal to reinstate a minibus programme to serve South Lochaber residents, to address the transport requirements of the community which fall outwith scheduled local services. The minibus operations would commence April 2020.	3.00	3.00	3.50	2.00	3.00	2.93	6,000.00
South West Ross Community Car Scheme	A community car scheme which covers an area from Applecross and Kishorn to Achnasheen; invaluable to the local community within this remote and rural area where there is very little public transport available.	4.00	3.67	4.00	2.00	3.67	3.60	£21,500.00
Strathnairn Community Access and Transport Association (SCATA)	Accessible minibus-based service to aid social inclusion opportunities and access to local services for the Strathnairn community.	5.00	4.67	4.00	3.67	2.33	4.32	£6,000.00
Strathpeffer and District Community Development Trust (Strathpeffer Community Council)	APPLICATION WITHDRAWN - NOT EVALUATED; See 5.3							
The Seaboard Memorial Hall	A new applicant organisation which operates a minibus to provide affordable transportation for residents of the Seaboard villages and area.	3.00	3.00	2.67	2.00	2.50	2.75	£5,000.00
Transport for Tongue Ltd.	Accessible minibus-based services facilitating access to local services and available to all age groups within the community. Diversity of service provision includes college transport to Thurso and scheduled S22 routes to Lairg, Skerray, Melness and Inverness.	5.00	4.33	4.33	4.00	3.67	4.48	£28,000.00
Wheels in Nairnshire	A new project which aims to enable a community-managed car scheme through a demand-responsive service for people who are unable to use or have difficulty accessing more traditional transport options.	3.33	4.00	4.00	3.67	3.67	3.65	£2,750.00

Notes:

¹Three evaluators independently scored each application on each of the weighted criteria.

²Average scores for each individual criterion are unweighted; the averaged overall score, however, is weighted. See Appendix 2 for full details of the methodology implemented.

Agenda Item	23
Report No	EDI/85/19

HIGHLAND COUNCIL

Committee: Environment, Development and Infrastructure

Date: 7 November 2019

Report Title: Award of Community Transport Grants

Report By: Executive Chief Officer Customer and Communities

1. Purpose/Executive Summary

- 1.1. This report outlines the process undertaken in accordance with [Report No. EDI 60/19](#) to evaluate applications received for the Community Transport 2020-2023 grant award cycle. Further, this report summarises the evaluation results, and makes recommendations for Members to consider in the allocation of grant funding to Community Transport providers throughout the Highlands.

2. Recommendations

- 2.1. Members are asked to:
- i. approve the grant award recommendations as set out in table 1, paragraph 5.8, with awards proposed to 26 community transport groups, including 6 as new recipients;
 - ii. approve, in principle, the flexibility in funding for years two and three of the grant cycle to allow for natural fluctuations in groups' activities within the allotted budget; and
 - iii. note that:
 - a. issuance of grant payments in line with award recommendations will be dependent upon groups' submission of regular claim forms and progress reports; and
 - b. grant awards may be withdrawn, withheld or reduced in instances where claim forms and progress reports are either persistently not submitted, or where they reflect a group's activity does not match that which is outlined in their application.

3. Implications

3.1. Resource

Grant award recommendations are within the allocated budget of £359,000 per year, though the recommendation to allow some flexibility in years two and three may require some transfer of funding from other parts of the transport budget.

3.2. Legal

3.2.1 Grant award letters will be issued to successful Community Transport organisations, outlining conditions of award.

3.2.2 State Aid considerations are yet to be taken into account through the form of a State Aid assessment in conjunction with the Scottish Government State Aid Unit.

3.3. Community (Equality, Poverty and Rural)

Grant funding enables and facilitates the provision of projects that address the essential transport needs of people who have limited mobility, which may be for various reasons such as isolation, disability, poverty or unavailability of other forms of transport. Community Transport groups engage effectively with their communities and provide a focus for the energy and enthusiasm of community volunteers, which nurtures community engagement and provides social benefit. The existence of Community Transport initiatives with the Highlands fosters communities' direct involvement in solutions which most closely address and meet their transport needs, with the added benefit of empowering individuals and the broader community. Community transport supports the Highland Outcome Improvement Plan and helps to reduce inequality.

3.4. Climate Change / Carbon Clever

Community Transport providers deliver efficient solutions to the travel needs of their communities; scheduling to maximise environmental impact and also costs go hand-in-hand and are typical of the sector. These services, by their very nature, have the effect of reducing car journeys. In addition, many groups are currently actively seeking to secure electric/hybrid vehicles to further enable environmentally-conscious sustainability, while others dynamically encourage and engage with active transport initiatives in their communities.

3.5. Risk

3.5.1 Future demand for Community Transport services may extend beyond the sector's capacity to cope without funding from other avenues.

3.5.2 The ability of Community Transport providers to continue delivering services as intended and as outlined in their applications is heavily dependent upon maintaining the engagement of volunteers. This can be particularly difficult in highly rural areas, which are most profoundly in need of Community Transport solutions that minimise isolation. This can be mitigated by effective training and activities which engage Community Transport providers in the Highlands to share in best practices.

3.5.3 State Aid considerations are yet to be taken into account, as noted above, and may have an impact on final award outcomes.

3.5.4 Beyond the threeyear period of these grant awards recommendations, funding provision from the Highland Council for these groups is unknown. The need for the

sector to continually seek alternative funding sources is a persistent concern, and may also inhibit significant growth of individual groups' endeavours and the sector as a whole. For future grant cycles, consideration of longer grant periods may be advantageous.

3.6. Gaelic

There are no specific Gaelic implications; Community Transport providers support Gaelic groups where these operate in their communities and have some Gaelic speakers amongst their volunteers.

4. Background and Current Arrangements

4.1. Twenty-one Community Transport groups are currently supported with grant funding for the 2019/20 financial year, which was approved by EDI Committee in November 2018; their work is monitored through the requisite quarterly claim forms and progress reports which are necessary for continued grant payments. These are listed along with their current grant funding amounts, as well as the original grant awards for all groups which have been supported since 2016/17, in **Appendix 1**. This includes notes for groups where funding has either ceased or has been suspended.

5. 2020-23 Community Transport Grant Applications

5.1. Twenty-eight applications were received for this round of grant funding – of these, seven were from new applicant organisations, and twenty-one were from current or previous grant recipients. Previous grant recipient organisations from the 2016/19 funding period which did not apply are:

- Drimnin Sealink Limited – Although awarded a small annual grant in 2016, this funding has been withheld due to non-receipt of monitoring forms and lack of correspondence. The group was notified of the termination of grant funding. They did not submit an application for this round of funding;
- Mey Village Hall – Although awarded a small annual grant in 2016, this funding has been withheld due to non-receipt of monitoring forms. The group was notified of the termination of grant funding. They did not submit an application for this round of funding;
- Minginish Community Minibus – This group has achieved self-sufficiency and did not submit an application for grant funding for this round of funding; and
- Wick & East Caithness Church and Community Transport – This group has achieved self-sufficiency and did not submit an application for grant funding for this round of funding.

5.2. Evaluation of applications was achieved in a three-step process, which was approved by EDI Committee in August 2019. This is included as **Appendix 2**. In summary, this involved the following:

- Stage 1: Type of Organisation
- Stage 2: Type of Project
- Stage 3: Weighted Evaluation Criteria

- i. Social Benefit: Benefit to the community or specific group(s) within the community – 40%
- ii. Project Impact Maximisation: Clarity of plans and goals, effective engagement with stakeholders – 20%
- iii. Alignment with and support of the Council Programme and Corporate Plan – 20%
- iv. Financial Resilience – 15%
- v. Innovation – 10%

- 5.3. One applicant organisation, Strathpeffer and District Community Development Trust, withdrew from consideration after the closing date, citing their progress in consultation with bus operators to improve public transport provision in the area. Therefore, only twenty-seven applications were evaluated.
- 5.4. No groups were excluded at Evaluation Stage 1, though one group, the Scottish Highlands and Islands and Moray Chinese Association (SHIMCA), was excluded at Evaluation Stage 2 for failing to demonstrate a transport focus, which was included as a required element in a successful application for this funding stream in the guidance provided to all organisations making an application. Additionally, this group did not provide financial details for consideration.
- 5.5. The applications represent the diversity of Community Transport throughout the Highlands: car schemes, group hire and Section 19/22 service provision feature amongst the valuable work undertaken by Community Transport providers.
- 5.6. Section 22 services are registered, scheduled local bus services operated by not-for-profit organisations. In prior grant application cycles, funding was not considered for the delivery of these Section 22 routes; however, following consultation with Community Transport providers in the Highlands, this element of funding was introduced. Five groups submitted applications requesting financial support from the Community Transport grant funding stream. Details are provided in **Appendix 3**.
- 5.7. Innovation did not feature as an evaluated criterion in previous grant application cycles, so there was a great deal of interest in how applicant organisations would respond to this element of the application. Many responses focused around innovative partnership working, while others focused on electric/hybrid vehicles – either current usage, or plans for acquisition in future to lead to greater environmental sustainability. **Appendix 3** provides detailed scoring for this and the other weighted criteria.

5.8. Table 1 – Community Transport Grant Award Recommendations, 2020/21 – 2022/23 – Overview

Organisation	Current annual award, 2019/20 (where applicable)	Recommended annual award, 2020/21 – 2022/23 ¹
Ardersier, Petty, Croy and Culloden Moor Transport Association	£3,000.00	£2,000.00
Badenoch & Strathspey Community Transport Company	£30,000.00	£32,000.00
Beauly and District Care Project	£1,200.00	£1,200.00
Boleskine Community Care	£3,000.00	£2,200.00
Caithness Voluntary Group	£42,000.00	£42,000.00
Care Lochaber	£57,750.00	£46,500.00
Connect Assynt	N/A	£5,000.00
Dornoch Area Community Interest Company	N/A	£4,750.00
Gairloch Community Car Scheme	£34,626.00	£34,000.00
Glenelg and Arnisdale Bus User Group	£5,000.00	£6,500.00
Go Golspie	N/A	£4,750.00
Helmsdale Community Transport	£3,685.00	£2,500.00
High Life Highland	£6,000.00	£5,900.00
Lochaber Action on Disability	£3,994.00	£4,200.00
Nairn Community Transport	£6,250.00	£5,750.00
North West Community Bus Association	£26,000.00	£23,500.00
Partnerships for Wellbeing	£15,000.00	£14,500.00
Ross-Shire Voluntary Action	£30,500.00	£34,000.00
Seaboard Memorial Hall	N/A	£5,000.00
Shopmobility Highland SCIO	£12,500.00	£12,500.00
Scottish Highlands & Islands and Moray Chinese Association	£0.00	£0.00
Sleat Community Trust	£15,000.00	£6,000.00
South Lochaber Community Company	N/A	£6,000.00
South West Ross Community Car Scheme	£25,913.00	£21,500.00
Strathnairn Community Access and Transport Association	£6,430.00	£6,000.00
Transport for Tongue Ltd.	£28,000.00	£28,000.00
Wheels in Nairnshire	N/A	£2,750.00

¹Recommended amounts for 2021/22 and 2022/23 are subject to review of individual groups' activities within the same overall budget, to allow for natural fluctuations in usage.

5.9. The Transport Co-Ordination Unit will provide initial notification of the Committee's decisions regarding grant award to applicant organisations during the week commencing 18 November 2019; detailed grant award documentation and claim form/progress report templates will be issued subsequently.

6. Increased role for Community Transport

6.1. [Report No. EDI 60/19](#) to the August Committee described plans to widen the role of Community Transport as a means of achieving cost savings in provision of some

smaller school transport routes, while simultaneously enabling a more effective provision of local transport in communities where this can be feasibly implemented. The pilot scheme in Poolewe, operated by Gairloch Community Car Scheme, has begun successfully; other potential areas are being examined for similar projects.

- 6.2. The report to the August Committee noted that such future projects could be funded through savings made in existing provision of contracted transport, thus enabling, where circumstances permit, an improvement in accessibility while still achieving an overall cost saving. This would support Outcome 4.5 of the Corporate Plan: “We will work with partners to ensure fewer people experience transport as a barrier to accessing opportunities, including working with communities on community transport schemes.” This could take various forms, including – but not limited to – developing electric vehicle infrastructure, supporting volunteer training or supporting running costs of non-school related mileage where vehicles are introduced.
- 6.3. Although these initiatives would be funded outwith the Community Transport grants, the grants enable groups to be in a position of financial sustainability from which they can envision expansion to meet transport requirements that transcend their traditional role. In future grant cycles, the Transport Co-Ordination Unit will be reviewing eligibility and evaluation criteria to expand the areas that can be covered by Community Transport. The dynamic, transformative nature of these initiatives is central to evolving rural and community-based transport networks.

Designation: Executive Chief Officer Customer and Communities

Date: 18 October 2019

Author: Laura Carpenter, Transport Officer