

# The Highland Council

<b>Agenda Item</b>	<b>9</b>
<b>Report No</b>	<b>ECI/59/2023</b>

**Committee:** Economy and Infrastructure

**Date:** 16 November 2023

**Report Title:** Award of Community Transport Grants

**Report By:** Executive Chief Officer Infrastructure, Environment & Economy

## 1 Purpose/Executive Summary

1.1 This report outlines the process undertaken in accordance with the previously established methodology (see [Report No. EDI 60/19](#) for more detail) to evaluate applications received for the Community Transport 2024-2027 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 Highland Council area.

## 2 Recommendations

2.1 Members are asked to:

- i. **Approve** the grant award recommendations as set out in Table 1, Paragraph 5.5, with awards proposed to 28 Community Transport groups, including four new recipients;
- ii. **Agree** that the £7,000 annual budget to support driver training and emergency repairs for Community Transport organisations continues; and
- iii. **Agree** that a proportion of the funding made available by Transport Scotland's Community Bus Fund (CBF) is used to ensure vehicle provision to a number of groups, as capital funding is not accommodated by the Community Transport grant budget.
- iv. **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;
  - b. Grant awards may be withdrawn, withheld or reduced in instances where claim forms and progress reports are either persistently not submitted, or where they reflect that a group's activity does not match that which is outlined in their application; and
  - c. Alternative funding sources are being sought for Ferintosh Community Council's application.

### 3 Implications

#### 3.1 **Resource** – The recommendations can be accommodated within the current budget.

Capital funding for vehicle acquisition for some groups is available from Transport Scotland's Community Bus Fund, which will complement the Council's grant allocations.

#### 3.2 **Legal** – Grant award letters will be issued to successful Community Transport organisations, outlining conditions of award, and Service Level Agreements drawn up.

#### 3.3 **Community (Equality, Poverty, Rural and Island)** – Grant funding and other support for Community Transport organisations enables and facilitates the provision of projects that address the essential transport needs of people with limited mobility, arising from isolation, disability, poverty or unavailability of other forms of transport. Community Transport groups engage effectively within their communities and provide an essential focus for the energy and enthusiasm of community volunteers, which further nurtures community engagement and cohesion, and provides social benefit. The existence of Community Transport initiatives within the Highland Council area fosters communities' direct involvement in solutions which most closely address and meet their unique transport needs, with the added benefits of reducing inequality, as well as empowering individuals and the broader community.

#### 3.4 **Climate Change / Carbon Clever** – Community Transport services, by their very nature, have the effect of reducing car journeys; each organisation delivers efficient solutions to the transport needs of their communities. Several groups have recently secured funding for electric/hybrid vehicles through the Plugged-In Communities Fund, which has also included improvements to the charging infrastructure to support these vehicles. In addition, other groups, whether through their own initiative or partnership with Highland Council, have secured electric/hybrid vehicles.

#### 3.5 **Risk** – Future demand for Community Transport services will undoubtedly increase and expand, extending beyond the sector's capacity to cope without funding from other sources.

The ability of Community Transport providers to continue delivering services as intended and as outlined in their applications is heavily dependent upon maintaining the commitment of volunteers. This can be particularly difficult in highly rural areas, which are often 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 to share in best practices.

Beyond the three-year period of these grant award recommendations, funding provision from the Highland Council for these groups is unknown. The need for the sector to continually seek alternative funding sources is persistent; this may inhibit significant growth of individual groups' endeavours and the sector more broadly.

#### 3.6 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** – There are no specific Health and Safety implications.

#### 3.7 **Gaelic** – There are no specific Gaelic implications; however, Community Transport providers support Gaelic groups where these operate in their communities, and, where possible, number Gaelic speakers amongst their volunteers.

## 4 Background and Current Arrangements

- 4.1 The Council currently supports twenty-four Community Transport groups with grant funding for the 2023/24 financial year. The funding for this financial year was an extension of the originally agreed 2020-2023 grant awards, due to pressures faced by the Transport Co-Ordination Unit team around the retendering of public and school transport contracts in 2022. This extension also enabled groups to continue delivery of their valuable work as they adjusted to the post-Covid landscape.
- 4.2 The pandemic impacted greatly on the Community Transport sector, with many groups showing their strength and resilience by adapting to address the most acute needs, particularly for the most vulnerable members of their communities. They were active participants in partnership with Highland Council efforts to ensure provision of necessary supplies to isolated and vulnerable individuals and ensuring transport to vaccination centres. However, the pandemic also meant that several newer groups struggled to establish themselves, as in their nascent stages it was more difficult to find a secure footing given the challenges raised by Covid itself and the post-pandemic environment.
- 4.3 The activities of Community Transport groups supported by Highland Council grant funding are monitored through quarterly claim forms which detail expenditure and income, as well as progress reports which detail the activities undertaken, challenges faced, and milestones reached.
- 4.4 A separate £7,000 budget exists to support training and emergency repairs; this is an essential resource for Community Transport organisations as they ensure that their volunteer drivers have sufficient training as well as accommodating the unexpected costs of repairs that are essential to continuation of vital services.

## 5 2024-2027 Community Transport Grant Applications

- 5.1 Twenty-nine applications were received for this round of grant funding. Four were from completely new applicant organisations, one was from a previous but not current grant recipient organisation, and twenty-four were from current grant recipients. One current grant recipient did not make an application for this round of grant funding – Ardersier, Petty, Croy and Culloden Moor Transport Association – indicating that they are not currently in a position to seek grant funding. Grant funding requests totalled:-

Year 1	£631,202
Year 2	£701,082
Year 3	£742,600

Particularly as a result of challenges faced in the post-pandemic period, applicant organisations included provision for inflationary increases, which accounts for the bulk of the year-on-year increases in grant funding requests.

- 5.2 Evaluation of applications was achieved in a three-step process, which was approved by the Environment, Development and Infrastructure Committee (EDI) in August 2019 for the previous grant-funding round. This methodology is included as **Appendix 1** and was achieved with scrutiny by three independent evaluators who then convened to find consensus on outcomes using this established framework. In overview, the evaluated components include:-

- i. Stage 1: Type of Organisation
- ii. Stage 2: Type of Project
- iii. Stage 3: Weighted Evaluation Criteria
  - Social Benefit: Benefit to the community or specific group(s) within the community – 40%.
  - Project Impact Maximisation: Clarity of plans and goals, effective engagement with stakeholders – 20%.
  - Alignment with and support of the Council Programme and Corporate Plan – 20%.
  - Financial Resilience – 15%.
  - Innovation – 10%.

5.3 One applicant, Ferintosh Community Council, did not meet the Stage 1 criterion for type of organisation, being neither a Company Limited by Guarantee or a Scottish Charitable Incorporated Organisation. However, the nature and quality of their vital work merits funding, so other funding sources for this are being investigated.

5.4 The applications represent the diversity of Community Transport throughout the Highland Council area: car schemes, group hire, and Section 19/22 service provision feature amongst the valuable work undertaken by Community Transport providers. An overview of groups and their activities, and their scores and recommended grant awards, are provided as **Appendix 2**.

5.5 The table below shows recommended awards within the current available budget. With the level of applications exceeding the available budget, it has been necessary to scale back the awards to fit within available budget. That lower level of funding would impact heavily on new applicant organisations, as priority has necessarily been given to existing projects to support their continuation.

Organisation	Current annual award allocation, 2023/2024	Recommended annual award, 2024/25
Applecross Community Company	N/A	£7,500
Ardersier, Petty, Croy and Culloden Moor Transport Association	£2,000	N/A (no application)
Badenoch & Strathspey Community Transport Company	£32,000	£35,000
Beaully and District Care Project	£1,200	£1,200
Boleskine Community Care	£2,200	£3,000
Caithness Voluntary Group	£42,000	£40,000
Care Lochaber	£46,900	£40,000
Community Support and Information, Ross-Shire	£35,200	£35,000
Connect Assynt	£5,000	£7,500
Creich Croick & Kincardine District Day Care Association	N/A	£15,000
Dornoch Area Community Interest Company	£4,750	£5,000
Ferintosh Community Council	N/A	See para. 5.3
Gairloch Community Car Scheme	£35,200	£30,000
Garve Development Trust	N/A	£15,000
Glenelg and Arnisdale Bus User Group	£6,500	£8,500

Go Golspie	£4,750	£5,000
Helmsdale Community Transport	£2,500	£2,500
High Life Highland – Sunart Centre	£5,900	£5,500
Lochaber Action on Disability	£4,200	£4,900
Nairn Community Transport	£5,750	£5,750
Northwest Community Bus Association	£23,500	£20,000
Partnerships for Wellbeing	£14,500	£12,500
Shopmobility Highland SCIO	£12,500	£12,500
Sleat Community Trust	£6,000	£5,000
South Lochaber Community Company	£6,000	£5,000
Southwest Ross Community Car Scheme	£21,500	£30,000
Stratherrick and Foyers Community Trust	N/A	£7,500
Strathnairn Community Access and Transport Association	£6,000	£6,000
Transport for Tongue Ltd.	£28,000	£30,000
Wheels in Nairnshire	£2,750	£3,500
<b>TOTAL</b>	<b>£356,800</b>	<b>£358,850</b>

It is intended that the above amounts be reviewed for future years in the light of operating experience.

- 5.6 The Council's bus contracts include a mechanism for price adjustment to compensate for rising costs. Over the contract period 2017-22, this amounted to 16.5%. In contrast, the community transport budget has remained static over seven years. The community transport groups, in addition to the Council grants, depend on other fund-raising and volunteers giving their own time. This results in constraints on a sector which is increasingly relied on to fill gaps in public transport provision with innovative, community-based solutions.

## **6 Community Bus Fund (CBF)**

- 6.1 On 22 September Transport Scotland announced the launch of a Community Bus Fund (CBF). Highland Council has been allocated a sum of £547,000 in the current financial year for capital expenditure "to support the objectives of improving connectivity, integration between modes, or innovative transport solutions in areas of rural deprivation." Transport Scotland have also confirmed that purchase of vehicles to support community transport organisations a valid use of this fund.
- 6.2 Three groups have included within their applications a clear request for the provision of vehicles in line with their applications:-
- a. Applecross Community Company – to deliver home-to-school transport for Applecross Primary School pupils, and meet community needs outwith school transport times;
  - b. Southwest Ross Community Car Scheme – to enhance community transport options for this predominantly rural; and
  - c. Garve and District Development Trust.

Capital spend is not supported from the Community Transport grant budget, but evaluation of the bids received has confirmed that provision of vehicles is critical for the effectiveness of the above projects. There is also a small number of other groups who are likely to be able to demonstrate the need for new vehicles funded from this source.

6.3 The Transport team will work with other groups who have not explicitly requested vehicle provision but who are saving to acquire vehicles. As the CBF capital fund provides scope for vehicle provision, a slightly lower grant award allocation is recommended for some applicant organisations with this in mind; monies which they intended to use to save for a vehicle can instead be applied to ongoing operational costs, should they decide that this is a route they which to take.

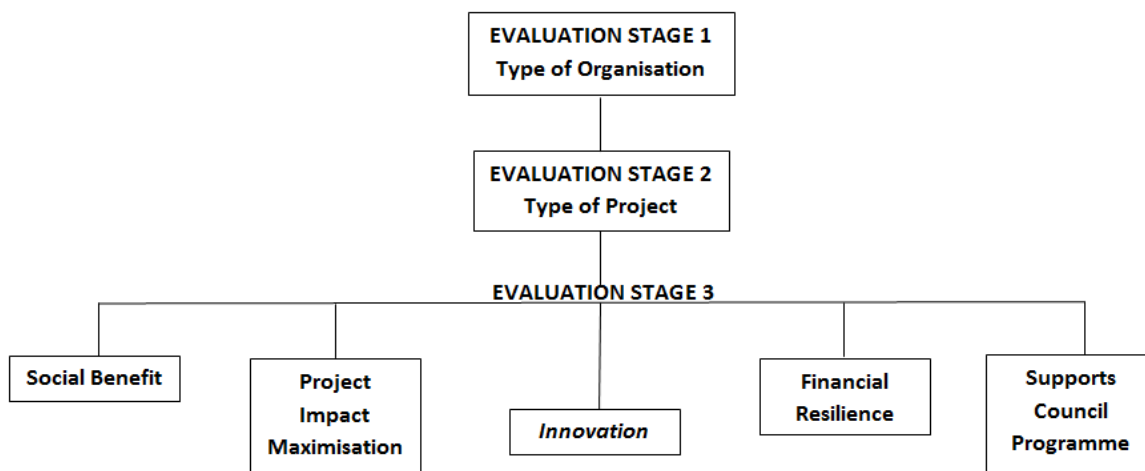
Designation: Executive Chief Officer Infrastructure, Environment & Economy

Date: 13 October 2023

Author: Laura Carpenter, Senior Transport Officer

Background Papers: None

Appendices: Appendix 1 – Methodology for the Evaluation of Community Transport Grant Applications  
Appendix 2 – Community Transport Grant Recommendations and Scores



## 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](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 31<sup>st</sup> March 2027 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:

<b>Award Evaluation Criteria</b>	<b>Weighting</b>
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:

<b>Classification</b>	<b>Score</b>
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

APPENDIX 2: COMMUNITY TRANSPORT GRANT RECOMMENDATIONS, 2024/25-2026/27

Applicant Organisation	Type of Scheme / Overview of Community Transport Activities	Social Benefit Score <sup>1, 2</sup>	Project Impact Maximisation Score <sup>1, 2</sup>	Council Programme Alignment Score <sup>1, 2</sup>	Financial Resilience Score <sup>1, 2</sup>	Innovation Score <sup>1, 2</sup>	Weighted Stage 3 Evaluation Score <sup>1, 2</sup>	Recommended Grant Award
Applecross Community Company	A new applicant organisation who are seeking to deliver community-based transport using a vehicle provided by Highland Council for a home-to-school transport contract.	4.33	4.67	4.00	3.33	5.00	4.27	<b>£5,000</b>
Badenoch & Strathspey Community ConnXions (BSCX)	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.	4.67	5.00	3.67	3.33	4.67	4.38	<b>£32,500</b>
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 the Beaully area.	3.67	2.67	3.00	3.33	3.33	3.28	<b>£1,200</b>
Boleskine Community Care	Community car scheme to combat isolation and link volunteer drivers with people for whom transport is otherwise not possible.	3.67	3.33	3.00	3.00	2.33	3.27	<b>£3,000</b>
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.	4.67	4.33	4.00	4.00	4.67	4.40	<b>£40,000</b>
Care Lochaber	A long-established 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.	4.67	4.00	4.33	3.33	3.33	4.15	<b>£40,000</b>
Community Support and Information, Ross-Shire (CSI)	Amalgamation of Black Isle Community Car Scheme (BICCS) and Ross-Shire Community Transport Partnership (RCTP). Car scheme services available to all residents of Mid and Easter Ross. CSI also work in partnership with Ferintosh Community Council in coordinating usage of the Wee Bus.	4.33	3.67	3.67	2.00	3.00	3.62	<b>£35,000</b>
Connect Assynt LTD	Minibus-based transport provision for vulnerable people within the Assynt area, working to bridge the gaps that are left by existing public transport provision.	4.33	3.67	4.00	3.33	4.33	4.00	<b>£7,500</b>

APPENDIX 2: COMMUNITY TRANSPORT GRANT RECOMMENDATIONS, 2024/25-2026/27

Applicant Organisation	Type of Scheme / Overview of Community Transport Activities	Social Benefit Score <sup>1, 2</sup>	Project Impact Maximisation Score <sup>1, 2</sup>	Council Programme Alignment Score <sup>1, 2</sup>	Financial Resilience Score <sup>1, 2</sup>	Innovation Score <sup>1, 2</sup>	Weighted Stage 3 Evaluation Score <sup>1, 2</sup>	Recommended Grant Award
Creich Croick & Kincardine District Day Care Association	This organisation has not been a Community Transport grant recipient for several years, though the impact arising from the removal of the Tain Area Dial-a-Bus has challenged their capacity to provide transport options that can't be accommodated by scheduled local services. They provide a variety of services to local communities, addressing needs of the most vulnerable and isolated with S19/22 runs and group hire. Their recent acquisition of an MPV will give more scope for widening their volunteer pool of drivers and diversifying transport options available.	3.67	4.00	3.67	4.00	3.67	3.78	<b>£10,000</b>
Dornoch Area Community Interest Company	The Dornoch Community Transport Project offers free transport for members of the community to attend a variety of appointments and events to combat isolation and transport poverty, utilising a vehicle based at the Dornoch Hub. The group struggled to get up and running due to Covid, though they have been offering transport options since April 2023.	3.67	3.33	3.67	3.00	4.00	3.53	<b>£5,000</b>
Ferintosh Community Council	A new applicant organisation whose voluntary activities provide transport to the community when the Wee Bus is not engaged in contract delivery by CSI.	4.00	4.33	3.67	3.33	4.33	3.95	<b>See 5.3</b>
Gairloch Community Car Scheme	Community car scheme which enables local area transport provision as well as longer-distance transport for vulnerable people. Complements existing public transport which is geared to longer distance needs.	4.00	3.67	3.33	3.33	3.00	3.63	<b>£25,000</b>
Garve & District Development Company (TG&DDC)	A new applicant organisation who are seeking to deliver a home-to-school transport contract, while also meeting the community needs of the area with the vehicle made available for the contract service.	4.33	4.33	4.33	3.00	4.00	4.10	<b>£5,000</b>

APPENDIX 2: COMMUNITY TRANSPORT GRANT RECOMMENDATIONS, 2024/25-2026/27

Applicant Organisation	Type of Scheme / Overview of Community Transport Activities	Social Benefit Score <sup>1, 2</sup>	Project Impact Maximisation Score <sup>1, 2</sup>	Council Programme Alignment Score <sup>1, 2</sup>	Financial Resilience Score <sup>1, 2</sup>	Innovation Score <sup>1, 2</sup>	Weighted Stage 3 Evaluation Score <sup>1, 2</sup>	Recommended Grant Award
Glenelg & Arnisdale Bus User Group (BUG)	Demand-responsive service for the remote communities of Glenelg and Arnisdale to enable local connectivity and longer-distance connections.	4.33	4.33	4.00	3.00	3.67	4.02	<b>£8,500</b>
Go Golspie Development Trust	Community-led, demand-responsive transport delivered by volunteer drivers primarily for residents within the Golspie Community Council area. Recently they have secured an additional fully-electric vehicle, in addition to their accessible minibus, and also have begun to offer MIDAS training as a way to generate income.	5.00	4.67	4.33	4.00	4.00	4.58	<b>£5,000</b>
Helmsdale Community Transport	Accessible minibus services to serve wide-ranging transport needs for the local community.	3.67	3.67	3.33	4.00	2.67	3.57	<b>£2,500</b>
Highlife Highland (Sunart Centre)	A particular focus on ensuring connection for young people from Ardgour, Acharacle and Lochaline to participate in evening/after-school activities, along with an increased aim to also enable connections for adults in these communities.	3.67	3.33	3.67	3.00	3.67	3.50	<b>£5,000</b>
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.	4.67	5.00	4.33	4.33	4.00	4.57	<b>£4,900</b>
Nairn Community Transport	Accessible minibuses enabling a wide range of groups to participate in events and activities, as well as the provision of demand responsive S22 journeys.	4.00	3.67	4.00	4.33	3.67	3.95	<b>£5,750</b>
North West Community Bus Association	Minibus-based provision providing Kinlochbervie and surrounding communities with transport to a wide range of events in the area, where public transport is sparse. Includes Section 22 routes.	4.67	3.33	4.00	3.00	4.00	3.98	<b>£20,000</b>

APPENDIX 2: COMMUNITY TRANSPORT GRANT RECOMMENDATIONS, 2024/25-2026/27

Applicant Organisation	Type of Scheme / Overview of Community Transport Activities	Social Benefit Score <sup>1, 2</sup>	Project Impact Maximisation Score <sup>1, 2</sup>	Council Programme Alignment Score <sup>1, 2</sup>	Financial Resilience Score <sup>1, 2</sup>	Innovation Score <sup>1, 2</sup>	Weighted Stage 3 Evaluation Score <sup>1, 2</sup>	Recommended Grant Award
Partnerships for Wellbeing	A door-to-door demand-responsive service within Inverness, enabling transport provision for those who experience barriers in accessing public or personal transport.	4.67	4.00	3.67	4.33	4.00	4.27	<b>£12,500</b>
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, Drumnadrochit, Nairn and Inverness.	4.33	4.33	4.33	3.67	3.67	4.17	<b>£10,000</b>
Sleat Community Trust	Enabled by a MOVE-funded electric vehicle, provide dynamic and flexible demand-responsive transport within the Sleat peninsula of Skye to meet transport needs in an area that has minimal public transport provision.	5.00	3.33	3.33	3.33	3.33	4.00	<b>£5,000</b>
South Lochaber Community Company	Minibus-based provision to serve South Lochaber residents, to address the transport needs of the community which fall outwith scheduled local bus services.	3.67	3.00	2.67	2.33	2.33	3.05	<b>£5,000</b>
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. They are also proposing an expansion of service which includes management of minibus hire and the availability of a community car.	4.33	4.33	4.33	4.33	4.67	4.37	<b>£21,500</b>
Stratherrick and Foyers Community Trust	A new applicant organisation who seek to accommodate the transport needs of the area with a minibus, to complement the existing car scheme provision by Boleskine Community Care.	4.00	4.00	4.00	3.00	3.33	3.78	<b>£5,000</b>

APPENDIX 2: COMMUNITY TRANSPORT GRANT RECOMMENDATIONS, 2024/25-2026/27

Applicant Organisation	Type of Scheme / Overview of Community Transport Activities	Social Benefit Score <sup>1, 2</sup>	Project Impact Maximisation Score <sup>1, 2</sup>	Council Programme Alignment Score <sup>1, 2</sup>	Financial Resilience Score <sup>1, 2</sup>	Innovation Score <sup>1, 2</sup>	Weighted Stage 3 Evaluation Score <sup>1, 2</sup>	Recommended Grant Award
Strathnairn Community Access and Transport Association	Accessible minibus-based service to aid social inclusion opportunities and access to local services for the Strathnairn Community.	4.33	4.00	4.00	3.67	3.67	4.05	<b>£6,000</b>
Transport for Tongue Limited	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.	5.00	5.00	5.00	5.00	4.67	4.97	<b>£29,500</b>
Wheels in Nairnshire	Community-managed car scheme for people who are unable to use or have difficulty accessing more traditional transport options.	5.00	4.67	4.00	4.67	4.67	4.70	<b>£3,500</b>

**Notes:**

<sup>1</sup> Three evaluators independently scored each application on each of the weighted criteria. Figures shown are the average of the three scores.

<sup>2</sup> Average scores for each individual criterion are unweighted; the averaged overall score, however, is weighted. See Appendix 1 for full details of the methodology implemented.