

ADUR & WORTHING
COUNCILS

Executive Members for
Health & Wellbeing
22 May 2019

Decision to be taken on or after
31 May 2019

Key Decision: No

Ward(s) Affected: All

**Adur and Worthing Community Transport Grants
Allocation of funds for 2019/20**

Report by the Director for Communities

Executive Summary

1. Purpose

This report requests Adur and Worthing Councils' Executive Members for Health and Wellbeing to consider the allocation of the 2019/20 Community Transport Grants budget.

2. Recommendations

The Council Officer responsible for Adur and Worthing Community Transport Grants herein makes a recommendation on which organisation(s) should be funded.

The final decision lies with Adur District and Worthing Borough Councils' Executive Members for Health and Wellbeing and their decision will follow.

Context

- 2.1. Community Transport is the term widely used for not-for-profit passenger transport that is not available to the general public, often specialist in helping a particular cohort or demographic. It is accessible and flexible, run by the community for the community, and includes car schemes, door-to-door minibuses, community bus services and group transport. Community Transport often addresses needs not met by public transport.
- 2.2. Community Transport gives a wide range of economic, social and health benefits such as accessibility, inclusion, social interaction and independence. It connects people, reduces loneliness and isolation, and provides better access to community resources. Money and resources invested in Community Transport (regardless of by whom) is widely demonstrated as well spent, and saves money elsewhere.
- 2.3. For a number of years, Adur and Worthing Councils have assigned a healthy budget to this area. This financial year, the total budget is £30,680 in Worthing and £20,000 in Adur.
- 2.4. Historically, the Community Transport budget was used to procure a 'dial-a-ride service' and this contract was with the organisation called 'Dial a Ride Southern Services' (DARSS).
- 2.5. DARSS is just one example of Community Transport locally. Over 20 known services have been identified, run by organisations such as Guild Care, Action for Deafness, Age UK, Care for Veterans, Leonard Cheshire, Royal Voluntary Service Adur and Worthing, Sompting Big Local and Esteem. In total, there are over 40 minibuses mapped so far. This does not include any owned and run by churches, schools and scout or guide groups. There is also patient transport.
- 2.6. In June 2018, the [Councils' Joint Strategic Committee](#) noted the progress of a Community Transport Review and approved an option to change the Community Transport budget to grant funding. This meant that any organisation offering Community Transport in Adur and Worthing would be eligible to apply. The purpose of the decision was about widening and better coordinating the market, so that new audiences are reached.

- 2.7. In November 2018, Community Transport Sussex (CTS) were awarded £10,305 from Adur District Council and £15,510 from Worthing Borough Council to support the infrastructure of Community Transport in Adur and Worthing until 31st March 2019.
- 2.8. One of the clear conditions was that CTS would support DARSS so that there was no impact to the Dial-a-Ride services to Adur and Worthing residents. This aim was delivered by CTS and, in fact, DARSS have increased the use of their service in this short time. CTS also supported DARSS with HR, wider-income generation, new vehicles, new booking software, new office premises and peer support for staff and trustees. An additional report cites the impact of this grant and can be found as Appendix two.
- 2.9. The Community Transport Grants for 2019/20 opened in April 2019 and the deadline was 6th May 2019. It was an online process and widely publicised. The budget available is £20,000 from Adur District Council and £30,680 from Worthing Borough Council for 1st May 2019 to 31st March 2020. The Executive Members for Health and Wellbeing agreed that one round should take place in this financial year.

3. Issues for consideration

- 3.1. There are four applications from four different organisations to consider for this round and the total requested amount was £85,060. The applications are summarised in Appendix one.
- 3.2. Before taking a recommendation to the Councils' Joint Strategic Committee in June 2018 to change the funding model, the Councils undertook a large piece of work around Community Transport. There were a number of reasons why this was carried out:

To map the local assets

- There wasn't a simple overview or understanding of Community Transport options for residents.
- There wasn't a clear summary of organisations providing this transport or asset-mapping (how many vehicles, drivers or volunteers).
- It also soon became apparent that there were cohorts that aren't currently accessing Community Transport - because they aren't aware of it, or they feel they aren't eligible - but this wider 'gap'

piece of work couldn't be progressed without understanding or exhausting the current local Community Transport offer.

To join up organisations

- Community Transport providers were not connected - meaning there was no easy way to share expertise, knowledge and resources across the sector.
- All organisations were not aware of Community Works and how they could be of support to their project or organisation.

To better understand the challenges

- Such as the cost and resource needs of local Community Transport providers and the difficulty in finding drivers (paid or volunteer) and ways that this may be overcome.

- 3.3. The Councils' Communities and Third Sector Lead established a Community Transport Network in order to connect people and start the awareness and cohesion of Community Transport locally and the benefits of working collaboratively together quickly became clear.
- 3.4. Part of the aspirations of the new Community Transport Grants was for this role to be facilitated by an expert third sector organisation and to provide an infrastructure support function - similar to one that Community Works provides - but solely to benefit Community Transport locally. This would not only enable better day-to-day operational support, such as, sharing of expertise, knowledge and best-practice, assets, governance and IT systems - but would also strengthen and build the wider-market, help test that real 'need and want' locally and help encourage the investment to this area from other investors. Additionally, there is the risk of not doing this such as organisations duplicating effort, fragmentation of services but also more and more minibuses being purchased when the local area already has enough which can be shared and utilised in a different way.

Recommendation for this funding round

- 3.5. Given the scope of the review, the issues and the desire around Community Transport, it is proposed that the total Community Transport Grant budget is again awarded to **Community Transport Sussex (CTS)**.

- 3.6. The rationale for this recommendation is based on the evaluation of the work carried out by this organisation already in Adur and Worthing, having successfully applied for the grant last financial year. It is also in recognition of the value that CTS bring in supporting community transport in as an infrastructure role, such is evident in their work with Dial a Ride Southern Services.
- 3.7. As a priority, the recommended stipulation of the grant is that CTS specifically work with Dial a Ride Southern Services to continue to develop their delivery, share expert management and trustee support and IT systems, as well as financial support to help with the day to day running of the operation.
- 3.8. The nature of their role also means that CTS will also provide support, guidance and advice to all other Community Transport Providers in Adur and Worthing. This will include the three other groups (Guild Care, KESTRO and Turning Tides) who have applied for grants in this round.
- 3.9. It is noted, that Guild Care are another key provider of Community Transport in Worthing and operate a very robust service. On this occasion, the only reason for not recommending funding was that Guild Care currently don't provide an infrastructure support role. However, Guild Care have wide knowledge and expertise and therefore a strong recommendation is that they work very closely with CTS to explore all opportunities to work together.
- 3.10. CTS will look to use sustainable transport options wherever possible to reduce the environmental impact of local Community Transport. They will also work on asset sharing, which includes those vehicles held by West Sussex County Council's transport department. They are investigating car use in Adur, rather than minibuses.
- 3.11. CTS will continue to be an advocate and voice for Community Transport nationally, drawing on their experience to challenge national decisions and improve the local provision. For example, their CEO is on a Board which is working with the Government over licence changes which may have a huge impact on charity and school use of minibuses.
- 3.12. At the [Joint Strategic Committee](#) in June 2018, Elected Members "stated that it was important for services to reach new audiences as

well as existing and expressed hope that Dial a Ride would remain part of the future provision.” By the Councils again supporting Community Transport Sussex, there is a real opportunity to do things differently whilst maintaining (and improving) the local offer.

4. Engagement and Communication

- 4.1. Due to the work undertaken for the Community Transport Review, relationships with providers in this field have been widened and strengthened. As previously cited, there is also now a Community Transport Network meeting and two meetings have been held this year. The distribution list for this group is now at 33. There is also closer work underway with private hire vehicles, knowing that Community Transport doesn't start and end with minibuses.
- 4.2. The Community Transport Grants were advertised through the above channels, as well as through the Councils' Communication Team and partners such as Community Works.
- 4.3. What has become clear through this work, is that Adur and Worthing has a wide range of Community Transport providers and a lot of their offer or services unknown to residents. Community Transport Sussex will continue to strengthen the work already done, adding their expertise and knowledge which can only improve the lives of local people who are struggling with transport.
- 4.4. With the growing financial and resource budgets across the NHS and health systems, developing a strong and resilient Community Transport will not only help people attend clinical appointments but also connect better thus improving their mental, physical well being and reducing social isolation. Community Transport Sussex will be a huge asset in this domain.

5. Financial Implications

- 5.1. The budget available for the Community Transport Grants is £20,000 from Adur District Council and £30,680 from Worthing Borough Council for the period of 1st April 2019 to 31st March 2020.
- 5.2. The Councils' Executive Members for Health and Wellbeing both supported the Council Officer recommendation to hold just one round for this financial year.

- 5.3. It is recommended that all of this money is allocated to Community Transport Sussex. By committing the full amount, this will enable them to financially support Dial a Ride Southern Services - as well as other local priorities. A Service Level Agreement is already in place and can be extended for 2019/20.
- 5.4. If the Councils' Executive Members for Health and Wellbeing agrees with this recommendation, there will be no remaining budget for this financial year.
- 5.5. The Community Transport Grants would re-open ready for April 2020, subject to a further budget being available.

6. Legal Implications

- 7.1. Section 1 of the Localism Act 2011 empowers the Council to do anything an individual can do apart from that which is specifically prohibited by pre-existing legislation.
- 7.2. Under Section 111 of the Local Government Act 1972, the Council has the power to do anything that is calculated to facilitate, or which is conducive or incidental to, the discharge of any of their functions.
- 7.3. The Council may approve an award of grant funding for specific purposes as recommended in this report, although the Council must ensure that the provisions of the grant funding agreement does not create a public contract as defined by the Public Contract Regulations 2015 by requiring any works or services in exchange for the funding for the benefit of the Council.
- 7.4. The Council must ensure that the arrangement with the grant recipients does not offend the rules against state aid, which prohibit public bodies from favouring certain undertakings and distorting competition and ought to reasonably enquire into any previous aid received by the intended grant recipients and assess each recipient's previous grant aid on an individual basis.

Background Papers

Community Transport Grants [Priorities and Criteria](#)

Joint Strategic Committee Paper - [June 2018](#)

Joint Strategic Committee Decision - [June 2018](#)

Officer Contact Details

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Sustainability & Risk Assessment

1. Economic

Improving the local Community Transport offer will have an impact on the local economy as residents will be better connected with leisure and wellbeing activities as well as businesses. The day to day running of Dial a Ride Southern Services will not be impacted by this decision and in time, will become even better.

2. Social

2.1 Social Value

Overall, this decision can only be positive for residents because there will be better cohesion, communication and collaboration of the transport options available to them. It will also increase the wellbeing of residents as they will be able to access places and service more easily.

2.2 Equality Issues

The project aims to make Community Transport accessible to all cohorts that are vulnerable, particularly those who are under represented

2.3 Community Safety Issues (Section 17)

Matter considered and no issues identified.

2.4 Human Rights Issues

Matter considered and no issues identified.

3. Environmental

The environmental impact of Community Transport will be improved as alternatives to mini buses are already being considered. Assets - vehicles - will be much better used across the area, in collaboration with partners such as West Sussex County Council.

4. Governance

The Councils always ensure due diligence on organisations receiving public money. An agreement will be put in place with Community Transport Sussex ensuring an agreed delivery and support of Dial a Ride Southern Services.

Appendix One - summary of groups applying

Application One
Community Transport Sussex (CTS)
£51,630 for 'Community Transport delivery and support'
In Adur District and Worthing Borough Council areas
<p>A request has been made for £51,630 by CTS to further build on the work new work they have been carrying out in Adur and Worthing. The ultimate aim of their project is to reduce social isolation and deliver safe, accessible community transport to all those who have difficulty accessing community transport. They mainly do this indirectly by supporting and strengthening community transport schemes in Adur and Worthing but also directly through the re-shaping of Dial-a-Ride Southern Services (DARSS) where they have helped increase residents' use. CTS have a proven track record of success across wider Sussex and this is now evident in their work in Adur and Worthing having increased income, resident usage, shared vehicles and systems for DARSS. They currently support 450 community groups with community transport in Sussex.</p>

Application Two
Guild Care
£30,680 for 'Guild Care Community Transport'
In Worthing Borough Council area
<p>Guild Care are applying for £30,680 towards the running costs for our fleet their 11 minibuses and 1 MPV. Their minibuses provide a life-line transport service to many local children and adults. Guild Care's transport scheme plays a key role in reducing loneliness and isolation and bringing fulfilment to lives, by enabling our service users to access our variety of services and enjoy outings. The minibuses are also used by a further 16 community groups/rest homes for various activities benefiting many local residents covering a broad spectrum of health and social needs. The minibuses undertake significant mileage each year, with 135,272 miles covered in 2018. Approximately 280 individuals use the transport per month and around 270 carers, this does not include figures for external hirers. Users of the bus pay a subsidised fee and the total project costs of £218,716 are usually met by additional fundraising by the charity.</p>

Application Three
KESTRO - Worthing and District Stroke Club
£1,500 for the costs of hiring a minibus
In Worthing Borough Council area
<p>KESTRO is a support group which has been running since 1982 and helps those affected by Stroke in the Worthing area. They would like £1,500 to pay for the annual costs of hiring a minibus which collects and returns residents who cannot use public transport. They also go on outings and 40 people use the group each month. They hire the mini-bus from Guild Care.</p>

Application Four
Turning Tides
£1,250 towards transport costs for 25 trips
In Adur District and Worthing Borough Council areas
<p>Turning Tides is a charity that supports homeless and insecurely housed people with multiple and complex needs. They are seeking funding to be able to regularly hire a community minibus to take our clients on therapeutic activities that will provide a multitude of benefits; to reduce social isolation & loneliness, to engage them in the community, to inspire, to educate and to enhance the quality of their lives. Through doing so, this funding will promote community cohesion and reduce isolation. The minibus is currently hired from Compass Travel at a reduced rate - a two hour trip costs £50 for the bus, petrol and driver.</p>

Appendix Two - Evaluation of Community Transport Grants allocation 2018/19



Adur and Worthing Councils Community Transport Grants Funding evaluation on 'Community Transport Sussex'

Introduction

Community Transport Sussex (CTS) is a Community Interest Company formed in 2016. CTS not only provides transport services to the residents of Sussex but also gives expert and experienced advice to member organisations running their own community transport initiatives. Additionally, CTS are a national voice for community transport and help influence and direct policy change.

In November 2018, CTS were awarded £10,305 from Adur District Council and £15,510 from Worthing Borough Council through the 'Community Transport Grants'. A Service Level Agreement was agreed by all parties and ran until 31st March 2019.

Community Transport Sussex was granted this funding to create a new landscape for community transport in Adur and Worthing, focusing on:

- a) Providing sound leadership to community transport organisations in Adur and Worthing that not only encourages and supports but also offers expert advice, trusted experience, and bold creativity in helping such organisations be the best they can be, and, with the resident (service-user) at the heart of all aims and ambitions.
- b) Seeking opportunities to develop and grow community transport in Adur and Worthing, such as applying for new funds to support delivery or new systems that streamline processes.
- c) (During the course of The Project) build on the existing shared understanding of the local landscape – what currently exists, is required or desired for the local community transport Offer.
- d) Ensuring best use of community transport assets – such as money, people, vehicles, time, or offices – and work in partnership with other community transport providers for the best

outcomes for local people, irrespective of who the assets belong to.

e) Bolstering support for 'Dial a Ride Southern Services' in the daily running of this service (financially and otherwise) so that there is no detrimental change in service for the local resident due to the recent change in funding arrangements.

This report is to provide an update on the work they have carried out in this time.

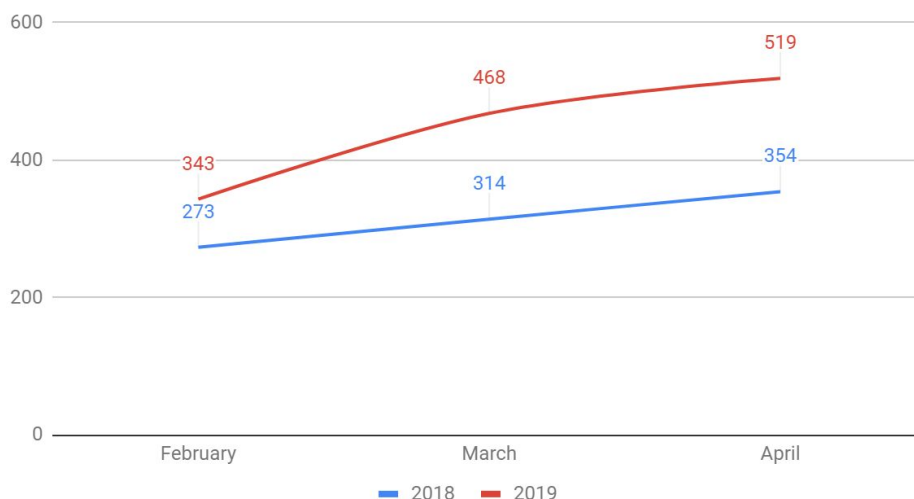
The impact on Adur and Worthing

One of the clear priorities from both Elected Members and Council Officers was ensuring that the local Dial-a-Ride service, ran by Dial-a-Ride Southern Services (DARSS) would not be impacted by changing the funding arrangements.

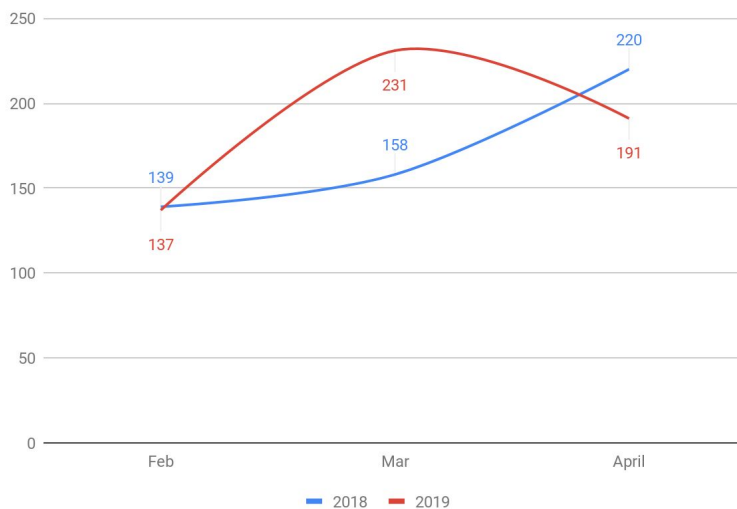
What is very evident, is that CTS has been a good source of support for DARSS at a particularly challenging time for this organisation. The help has included sound HR advice, securing a new office (at the Maybridge Community Centre), adding new vehicles to the existing fleet, implementing new booking and reporting software, supporting recruitment and training of new drivers and providing sound peer support to staff and Trustees at DARSS.

The data echoes this, particularly in Worthing:

Worthing - total number of Dial A Ride journeys each month



Adur - total number of Dial A Ride journeys each month



CTS have also started to build relationships with the following partners:

Southdown National Park - in Adur, a project at Truleigh Hill were keen to transport young adults to their project. CTS provided advice, helped with MIDAS driver training for a staff member and will also lend vehicles to enable the project to flourish. CTS seized this new opportunity.

Age UK West Sussex - in both Adur and Worthing, linking up to make better use of assets and sharing of DARSS minibuses. Talks have begun between CTS and Age UK around the use of the 2 of their minibuses which are based in Shoreham for the benefit of the wider community. CT Sussex already provide transport under similar arrangements for 6 other Age UKs across the county.

Lancing and Sompting Parish Councils - and other local partners - in response to some bus routes which are changing to see if community transport can help reduce some of the transport challenges for local residents. Subject to the result of a residents survey, which has been supplied to the parish councils by CT Sussex, a community transport minibus route will start as a pilot to help with shopping and access to local services.

Adur Community Transport - contact has been made to offer support, following the recent loss of their Chairperson.

Worthing Shopmobility - connections made and support offer is ongoing.

Royal Voluntary Service, Adur and Worthing - connections made and support offer ongoing for their car scheme.

Stage Coach - recent introduction by the Councils and meeting had to explore opportunities. The Corporate Social Responsibility programme is led by head office but locally some

thoughts on how community transport might be supported are being discussed with this company.

Worthing Baptist Church - three CTS vehicles used to support Sussex Clubs for Young People, including a wheel-chair accessible vehicle.

Community Works - connections made, training attended and relationship building.

West Sussex County Council - CTSs CEO, Matt Roberts is instrumental in helping support community transport in West Sussex. In Arun, a community transport organisation has recently ceased operating which has a small impact on the Worthing border but also will provide further opportunity for groups operating in across this area.

Adur and Worthing Councils - CTS have worked really closely with Council Officers to help ensure the success of this partnership. A meeting was held to discuss charge-points for electric vehicles and new rapid charge points are due in Adur and Worthing over the coming months, thus reducing the carbon footprint of DARSS and other CT services. Together, AWC and CTS will host the next Community Transport Network meeting, this is likely to be in June.

Sussex Clubs for Young People - CTS, through DARSS, are managing 3 vehicles for this organisation, one of which is based in Worthing for the provision of youth outreach work across the AWC area. CTS will have use of these vehicles whenever SCFYP are not using them. This brings extra vehicle capacity into the area. CTS are also providing driver training for SCFYP staff and volunteers.

The Springboard Project - CTS have taken on 3 vehicles from TSP, one of which is based in Worthing, for the provision of disability youth trips across the area. DARSS will have use of these vehicles at all other times, which also brings more vehicle capacity to the AWC area.

Introductory emails and phone calls are gradually being made by CTS to all other Community Transport providers in Adur and Worthing.

Additional funding:

Community Transport Sussex have also applied for the following additional funding to support community transport in Adur and Worthing:

West Sussex County Council – CTS applied for and received an additional £20,000 towards development work in Adur and Worthing. This is funding a total of 15 hours per week of CTS staff time, working on the development of Community transport in Adur and Worthing.

CTS also assisted DARSS in a successful bid for an additional £14,000 bid to the West Sussex Forum for Accessible transport grant. This will help to fund the installation and training on, the new CATSS scheduling software.

Sussex Community Foundation, Rampion Trust – A bid for c. £76,000 will be made by the end of May to fund 2 new Wheelchair Accessible electric vehicles to be used across the area. Awaiting outcome.

Other

CTS CEO Matt Roberts has also joined the Worthing and Adur Community Innovation Network, which has been formed to look at innovative ways that the voluntary, community, commercial and statutory sectors can collaborate to build capacity across the area.

Next steps

CTS have been a great new asset to the residents and communities of Adur and Worthing and delivered on the expectations set out both in their application form and the mutually agreed SLA. The organisation has also been a pleasure to work with and learn from. It's remarkable the strong impact CTS have had in just a few months and AWC look forward to supporting and developing this work further together.

Additional reporting and references:

Community Transport Sussex [website](#)

Dial a Ride Southern Services [website](#)

Decision [Report](#) for Adur and Worthing Community Transport Grants 2018/19

Joint Strategic Committee Paper - [June 2018](#)

Joint Strategic Committee Decision - [June 2018](#)

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