



ADUR & WORTHING  
COUNCILS

Executive Members for  
Health & Wellbeing  
29 November 2018

Decision to be taken on or after  
7 December 2018

Key Decision: No

Ward(s) Affected: All

**Adur and Worthing Community Transport Grants  
Allocation of funds for 2018/19**

**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 2018/19 Community Transport Grants budget.

In June 2018, the Councils' Joint Strategic Committee agreed a change to the [existing funding model](#). This report is to consider the applications and update on the first round of this new grants process.

**2. Recommendations**

The Council Officer responsible for Adur and Worthing Community Transport Grants herein makes a recommendation on which group(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 resource 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 £31,020 in Worthing and £20,610 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). For the first six months of this financial year they received £25,815 from Adur and Worthing Councils.
- 2.5. DARSS is just one example of Community Transport locally. To date, 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 co-ordinating the market, so that new audiences are reached - and all hoped that DARSS would apply.

- 2.7. The Community Transport Grants opened in September, the deadline was 19th October 2018. It was an online process, with a new webpage added on the Councils' website. The budget available is £10,305 from Adur District Council and £15,510 from Worthing Borough Council for 1st October to 31st March 2019.

### **3. Issues for consideration**

- 3.1. There are seven applications from six different organisations to consider for this round and the total requested amount was £60,176. 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 aspiration 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 would strengthen and build the wider-market, help test that real 'need and want' locally and help encourage the investment to this area from other funders. 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.

#### **A new proposed way of working**

- 3.5. To make the best use of money and assets - regardless of whom it belongs to - there is a need to try and do things differently locally. All the more so with stretched resources and local authority funding.
- 3.6. 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 awarded to Community Transport Sussex (CTS).
- 3.7. The rationale for this recommendation is that CTS would provide and build the necessary infrastructure for this work and will work alongside other local (new and existing) providers, including groups like Dial a Ride Southern Services. The understanding of this grant allocation with CTS would be on the strict agreement that there is no impact or risk on the day to day running of this local service.
- 3.8. The proposal to award the money to Community Transport Sussex is based on the following reasons:

- 3.8.1. Community Transport Sussex (CTS) are an established organisation with a long track record of successfully running, supporting and enabling Community Transport across Sussex. They started working in Horsham five years ago, when the Dial a Ride service were delivering 2,000 journeys per year; they now deliver 18,000 journeys in this area.
- 3.8.2. As a priority, CTS will work specifically with Dial a Ride Southern Services to develop their delivery, share expert management and trustee support and IT systems to help with the day to day running of the operation. They will financially support Dial a Ride Southern Services.
- 3.8.3. CTS will also provide support, guidance and advice to all other Community Transport Providers in Adur and Worthing. This will include Age UK Adur, and all other groups who applied for the grants, including those who are connected through the Community Transport network meetings.
- 3.8.4. 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 already considering car use in Adur, rather than minibuses.
- 3.8.5. 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.
- 3.8.6. To the resident, the change in the funding will improve the experience and services they receive over the medium to longer term. Dial a Ride Southern Services will still operate - their minibuses will look the same, have the same logo and the same drivers. Their service should only improve and increase - CTS aim to double the current membership of Dial a Ride Southern Services within two years.

- 3.9. 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 supporting Community Transport Sussex, there is real opportunity to do things differently whilst maintaining (and improving) the local offer.
- 3.10. It is greatly appreciated how much Dial a Ride Southern Services have helped and supported Adur and Worthing’s residents and Council Officers have worked closely with them for a number of years and throughout this new grants process. They are a valued and important part of the local Community Transport offer and it’s fully appreciated that this will mean a different way of working for them. Community Transport Sussex will build on this and bring a new and different approach, create new-insights, resources and knowledge that will be of huge benefit to Dial a Ride Southern Services, and other local Community Transport Providers, but, most importantly, to those residents who need and use it on a daily basis.

#### **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 and 11 people attending the last network meeting representing 10 different organisations. 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.
- 4.5. There was a recent meeting held with Adur and Worthing Executive Members for Health and Wellbeing and the CEO of Community Transport Sussex which has also helped reach this proposal for the allocation of the grants.

## **5. Financial Implications**

- 5.1. The remaining budget available for the Community Transport Grants is £10,305 from Adur District Council and £15,510 from Worthing Borough Council for the period of 1st October to 31st March 2019.
- 5.2. 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. An agreement will be put in place with Community Transport Sussex, outlining the expectations of the funding and relationship.
- 5.3. If the Councils' Executive Members for Health and Wellbeing agrees with this recommendation, there will be no remaining budget for this financial year.
- 5.4. The Community Transport Grants would re-open ready for April 2019, subject to a further budget being available.

## **6. Legal Implications**

- 7.1. Section 137 Local Government Act 1972 provides that if Council is considering expenditure for which there is no other statutory power then a Local Authority may incur expenditure which in their opinion is in the interests of, and will bring direct benefit to, their area or any part of it or all or some of their inhabitants. The Council must ensure that the direct benefit accruing to its area or residents is commensurate with the expenditure incurred.

- 7.2. There is no legal obligation on the Council to provide financial or other assistance to the voluntary and community sector. However, the Council recognise the vital part played by voluntary groups in the life of the District. The Council does have the power to provide financial assistance to the sector under Section 1 Localism Act 2011 which provides that the Council have the power to do anything that individuals generally may do, providing no other legislation exists to prevent it.
  
- 7.3. Section 111 Local Government Act 1972 provides that the Council shall have power to do anything (whether or not involving the expenditure, borrowing or lending of money or the acquisition or disposal of any property or rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of their functions.
  
- 7.4. A grant agreement will be entered into by the successful group, with the Council, before any money is released.

### **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 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 be 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

Application One
Dial A Ride Southern Services
For an Adur and Worthing 'Dial A Ride transport service'
Dial A Ride Southern Services provide a door to door transport service in Adur and Worthing for those who cannot use conventional transport or who need a known and safe operator. They are requesting <b>£25,815</b> to deliver a Dial a Ride service in Adur and Worthing. This is based on an existing model which has been operating in the local area for a number of years. The group are requesting the money to continue to offer subsidised and affordable transport. They own and operate a number wheelchair accessible mini-buses. Currently around 400 people use this service per month.

Application Two
Dial a Ride Southern Services
For a coordinator of Worthing and Adur community transport
This group would also like to apply for an additional <b>£2,000</b> across both Adur and Worthing to co-ordinate all Community Transport providers and centralise the information and use.

Application Three
Super Star Arts
For the associated running costs of their minibus for Worthing
Superstar Arts provide creative projects for people with learning disabilities. This organisation would like <b>£660</b> in Worthing, towards the cost running their existing minibus. Each month, around 80 people use the transport that they provide with trips to local project or friendship groups, for further-afield outings and for short breaks.

Application Four
Age UK

For the transport costs of running their 'Adur Community Clubs'
Age UK are a national brand and provide companionship, advice and support for older people. The local Adur Age UK branch would like <b>£4,664</b> to help maintain their existing minibuses which currently transport older people to community groups such as exercise classes, lunch clubs and activities that keep minds active. This organisation has owned minibuses for over three years, having evidenced the need for the transport to connect people locally. They currently transport 250 people each month.

<b>Application Five</b>
Community Transport Sussex CIO
For Community Transport Development Worthing and Adur
This organisation helps local people who struggle to access public transport due to age, disability or because there is a lack of safe or adequate public services in their area. They cover the whole of Sussex and work with partner organisations to help deliver their Community Transport. They are also a national voice for the sector. Community Transport Sussex would like <b>£14,240</b> across Adur and Worthing to help coordinate, develop and support providers of local community transport. They currently provide transport for 450 groups across Sussex and fully recognise that groups don't need minibuses but transport. In particular, they would like to support Dial a Ride Southern Services and believe they could double their current amount of journeys with their support.

<b>Application Six</b>
Turning Tides
For a 'Turning Tides Community Bus' in Worthing
Turning Tides, formerly known as Worthing Churches Homeless Projects, is a charity that supports homeless and insecurely housed people with multiple and complex needs. They would like <b>£5,000</b> towards the cost of purchasing a community bus to take their clients on therapeutic activities in Worthing. This is a new project.

<b>Application Seven</b>
Independent Lives
For a wheelchair accessible vehicle for use in Adur and Worthing
Independent Lives is a user-led charity working across West Sussex with disabled people, people with support needs, and carers, to enable people to lead full, active and independent lives. They would like <b>£7,797</b> across Adur and Worthing to buy a reconditioned wheelchair accessible vehicle for 4-6 passengers. It's estimated that 66

people will benefit from this service.