



# Community & Voluntary Transport at



The TAS Partnership Limited  
Passenger Transport Specialists

## Newsletter No.33 June 2023

Edited by John Atkins (Principal Consultant)

TAS has provided expert advice, guidance and support for the CT sector for over 30 years. This general newsletter follows from our well-received COVID-19 coverage between April & September 2020. Please let us know of any items that might be of interest to the wider CT sector. Back issues of these newsletters are uploaded on our website: <https://taspartnership.co.uk/TAS-news/>

UK - Transport Identified as a Major Barrier and Challenge to Effective Green Social Prescribing. A new report from the Department of Health & Social Care entitled National green social prescribing delivery capacity assessment: final report "finds that affordability and availability of transport is a major factor limiting service user engagement with green and nature-based activities. For example, accessible natural green space is more likely to be available if people are able to travel further. We also found that people with mental health needs can experience the prospect of taking transport as daunting in its own right, inducing stress and anxiety. This adds an additional layer of complexity to the challenge of transport." It is clear that community transport has a role to play in

facilitating green socially-prescribed activities that require travel of some distance to access rural areas. Both NHS agencies involved in social

prescribing and some CT operators might engage more closely on this matter.

<https://www.gov.uk/government/publications/national-green-social-prescribing-delivery-capacity-assessment/national-green-social-prescribing-delivery-capacity-assessment-final-report> and

<https://www.gov.uk/government/publications/green-social-prescribing-perceptions-among-clinicians-and-the-public/exploring-perceptions-of-green-social-prescribing-among-clinicians-and-the-public>

Research and analysis

**National green social prescribing delivery capacity assessment: final report**

Published 30 March 2023

UK – DVSA has Updated and Improved the Guide to Maintaining Roadworthiness. This is considered by DVSA to be “essential reading for transport managers and drivers of lorries and buses and includes best practice advice on a range of items to keep vehicles safe on the road. Tyre management and what to look for on walk-round checks are covered as well as



a range of items including advice on towing, brake performance, emissions and fuel management and PSV bus reportable incidents. Keeping to good maintenance schedules will help keep operators and drivers safe on the road and help prevent incidents from happening.” The standards cited in the Guide should form the cornerstone of all CT minibus service and maintenance regimes.

<https://content.govdelivery.com/accounts/UKDVSA/bulletins/3558b82>

DVSA has also issued revised guidance on categorisation of defects, including changes to the text on seatbelts.

<https://content.govdelivery.com/accounts/UKDVSA/bulletins/352a96b>

UK – Heavy Vehicle Testing Review: Call for Evidence. Department for Transport (DfT) has launched a call for evidence on “different testing options for Earned Recognition operators. The call for evidence looks at one of the recommendations made in the Heavy Vehicle Testing Review to consider longer term service improvements for operators in the Earned Recognition scheme. We are suggesting four ways the Earned Recognition scheme could be altered and want your views on these options. We would also like to hear from industry on any alternative approaches you may prefer to see implemented.” Heavy vehicle testing will apply to those CTs who are operating full PSV vehicles.

<https://content.govdelivery.com/accounts/UKDVSA/bulletins/354da22>

UK – New Online Tool to Check Drivers’ Theory Test Progress. DVSA and The Stationery Office are launching “a new tool to help train drivers and riders through their theory tests. Trainers and organisations can save time and gain valuable information in supporting their drivers and pupils study for their theory tests. This will help them to pass more quickly. The new tool allows you to check on the progress of your drivers and pupils as they prepare to take their theory test. This means you can:

- ) See the topics they understand well
- ) See their scores and check that their levels of understanding are improving
- ) Identify areas where they may need extra help and support



tailor revision sessions so they better meet your drivers' needs  
The resource can be used to help with all theory tests, such as checking on progress for heavy/large goods vehicles as well as Driver CPC case studies, and passenger-carrying vehicles theory test candidates."

<https://content.govdelivery.com/accounts/UKDVSA/bulletins/3558af3>

Webinars have been arranged to launch the new facility:

<https://www.safedrivingforlife.info/shop/multi-user-access/>

UK – CTA Launches Community Building Sessions. Every third Friday of the month from 19 May, CTA members are invited to join an online peer support event to "network, collaborate, learn about industry trends and tackle challenges together... We will be discussing the MiDAS Transformation at the relaunch edition on the 19th of May."



[https://www.eventbrite.co.uk/e/cta-community-building-sessions-tickets-625303007127?utm\\_source=CTA+Mailing+List&utm\\_campaign=ee9efbf8ed-News+Brief+April+23&utm\\_medium=email&utm\\_term=0\\_7a8deee490-ee9efbf8ed-8News+Brief+April+23%29&mc\\_cid=ee9efbf8ed&mc\\_eid=378541f5a9%5BLIST\\_EMAIL\\_ID%5D&ct=t%2](https://www.eventbrite.co.uk/e/cta-community-building-sessions-tickets-625303007127?utm_source=CTA+Mailing+List&utm_campaign=ee9efbf8ed-News+Brief+April+23&utm_medium=email&utm_term=0_7a8deee490-ee9efbf8ed-8News+Brief+April+23%29&mc_cid=ee9efbf8ed&mc_eid=378541f5a9%5BLIST_EMAIL_ID%5D&ct=t%2)

Devon – Volunteers Needed in Newton Abbot Area. A new plea for volunteers has been raised by Newton Abbot Community Transport Association which is hoping to attract individuals to a variety of volunteer roles: "drivers, receptionists, Shopmobility helpers, shopping companions, minibus washers and fundraisers." Anyone interested should call 01626 335775 or email on [admin@newtonabbotcta.org](mailto:admin@newtonabbotcta.org).

<https://www.middevonadvertiser.co.uk/news/community-transport-charity-in-dire-need-of-volunteers-607364>

Somerset – Volunteers Sought in Chew Valley. Writing to the local press, Chew Valley Community Transport scheme is "appealing for car drivers willing to volunteer to offer lifts to local people to help them to get to their essential medically-related appointments. If you would like to find out more about driving for CVCT please call 01275 333430 or email:

[cvct.coordinator@gmail.com](mailto:cvct.coordinator@gmail.com)." <https://www.mnrjournal.co.uk/opinion/chew-valley-community-transport-needs-your-help-are-you-able-to-spare-time-to-drive-the-community-605677>

Somerset – Minehead CT Scheme also Seeks Volunteers. Recognising urgent unmet need, Accessible Transport West Somerset is also seeking volunteers to resurrect a service in the Minehead area. The appeal has been headed by the West Somerset Community Car Schemes Partnership.

<https://www.wsfp.co.uk/news/drive-to-resurrect-lifeline-car-scheme-in-minehead-609213>

Northern Ireland – Continuing Calls for CT Funding to be Retained. Despite the short-term funding extension to June by Department of Infrastructure, the long term survival of the NI CT sector is still subject to much debate and media exposure, as below:



- J) <https://www.ballymoneybubble.co.uk/community/council-pushes-for-long-term-community-transport-funding/32915/>
- J) <https://www.northernirelandworld.com/news/people/mid-ulster-councillors-united-in-call-for-action-to-help-save-vital-community-transport-services-4093655>
- J) <https://www.derrynow.com/news/county-derry-post/1078169/vital-county-derry-bus-services-facing-cuts-get-two-month-lifeline.html>

Republic of Ireland – Leitrim Community Car Scheme Under Threat. With high demand for its service in rural County Leitrim – of which 90% of journeys are for health appointments – the Leitrim Community Car scheme (which is operated by Leitrim Volunteer Centre) requires funding support to continue. Organisers had hoped to secure funding from the Health Service Executive (HSE) but were informed that “HSE does not get involved in the provision of transport”. Hopes that the service might be adopted by TfI or Local link were also dashed. “A guaranteed annual revenue stream is what we need to run the community car scheme,” said the Volunteer Centre. “€20,000 a year is an absolute pittance compared to the amount of money lost on missed appointments.” <https://www.leitrimobserver.ie/news/carrick-on-shannon/1083873/serious-concern-about-the-future-of-leitrim-community-car-scheme.html>

Republic of Ireland – Community Bus Proposed in North Clare. A partnership has been proposed by Cllr Joe Garrihy involving Clare County Council, Local Link, Clare Local Development Company and others “to support and investigate the establishment of a community bus initiative”. Cllr Joe Killeen, also of Clare County Council, commented that ““In the past bus services in North Clare were very poor, they were infrequent because the money just wasn’t there. It can be done, we just need to find a partner. We’ve half the roads in Clare and an awful lot of dispersed communities”.

<https://www.clareecho.ie/community-bus-scheme-suggested-to-tackle-north-clares-transport-issues/>



Republic of Ireland – Volunteers Sought for Car Scheme for Cork Cancer Patients. Volunteer drivers are needed for the Volunteer Driver Service that is operated by the Irish Cancer Society in the Cork area. Drivers are particularly sought in Ballincollig, Ballyvolane, Bishopstown, Blarney, Crosshaven, Dillons Cross, Douglas, Cork city, Macroom, Mahon, Mallow, Middleton, Mitchelstown, and Youghal areas.

<https://www.echolive.ie/corknews/arid-41099905.html>

Worcestershire – Bewdley Golfers Fund-raising Drive. A charity golf day has been arranged to raise funds for Community Transport Wyre Forest. Chief Officer Beverley Coldrick said: “We’ve run golf days before and they have always been very successful, great competition and great fun. We are a small local charity providing transport to support independent living with our amazing band of volunteer drivers. We rely heavily on grants and fundraising to maintain and develop our services so hope our golf day will be above par.”

<https://www.kidderminstershuttle.co.uk/news/23436421.bewdley-golf-day-aid-community-transport-charity/> It was subsequently reported that the golfing event raised £2,000 for Community Transport Wyre Forest:

<https://www.expressandstar.com/news/local-hubs/wyre-forest/2023/04/24/bewdley-golf-day-raises-2000-for-transport-charity/> and

<https://www.kidderminstershuttle.co.uk/news/23482380.golfers-pot-2k-wyre-forest-community-transport-charity/>. Unfortunately Wyre Forest CT has recently had two vehicles vandalised at its Kidderminster depot and is facing damage which would cost around £11,000 to repair. See

<https://www.bbc.co.uk/news/uk-england-hereford-worcester-65312991> and

<https://www.kidderminstershuttle.co.uk/news/23463799.wyre-forest-dial-a-ride-thieves-damage-buses-kidderminster-depot/>

Bedfordshire – Villager Minibus Receives £20k Grant Award. Sourced from the Local Transport Fund, a Bedford Borough Council grant of £20,000 has been provided for Sharnbrook-based Villager Minibus to replace an ageing vehicle.

<https://www.bedfordindependent.co.uk/20000-grant-awarded-to-upgrade-vital-villager-minibus/>

#### About the Villager Minibus

Villager Minibus (Sharnbrook) Ltd is a non-profit making organisation registered under the Co-operative and Community Benefit Societies Act 2014. We are run and operated by volunteers and provide transport facilities to town and village communities throughout North Bedfordshire via a scheduled timetable\*.

We own and operate one bus which is designed for easy access. Anyone can use the Villager and bus passes are accepted on all routes.



Gloucestershire – Motability Funds New Bus Service in North



Cotswolds. A new rural bus service has been launched in the North Cotswolds following funding approval from Motability. The service is to be operated by Community

Connexions and will “provide shopper routes, taking people from rurally

isolated areas to their nearest supermarket, and also offers an opportunity for people to socialise with their fellow passengers."

<https://www.cotswoldjournal.co.uk/news/23442286.new-bus-service-set-launch-north-cotswolds/>

Cornwall - New Community Bus Hailed a Victory for Common Sense. A community consultation has resulted in improvements to a community bus service. Operated by Saltash Red Bus and Go Cornwall Bus the 451 will now run each Friday and serve Menheniot (for connections to Liskeard), Pengover, Merrymeet and Liskeard. Jerry Tucker, chair of Menheniot Parish Council, said: "It's a victory for our people and the sound common sense they argued with. I'm urging all our former bus users to get behind the new service and to give it a go." <https://www.cornish-times.co.uk/news/local-councillor-welcomes-victory-for-common-sense-606801>

Scotland – CTA Needs Input into Climate Action Research. "As part of CTA's Climate Action programme in Scotland, we're researching community-led #climate #action for an exciting new report. It will be published later this year. We need your help to gather the data and evidence we need. Please complete this short and straightforward survey: [bit.ly/3mwG8sE](https://www.facebook.com/photo/?fbid=213082714679436&set=a.157860103535031)



<https://www.facebook.com/photo/?fbid=213082714679436&set=a.157860103535031>

Scotland – CTA Sees Opportunities in New Scottish Govt. Programme. The new Scottish Government programme Equality, Opportunity, Community: New Leadership – A Fresh Start has led CTA Director for Scotland David Kelly to speculate on how the emphasis on 'community' might benefit the CT sector. He commented that "for us in the Community Transport sector and our colleagues across the wider community sector, who work with local people and communities all over Scotland all year round, it was really pleasing and quite exciting to see 'community' given top billing. What if the enormous influence and resources of the Scottish Government were thrown behind empowering and strengthening our communities to reach their full potential? What if every Minister and civil servant thought seriously about investing in and partnering with local charities, community groups and volunteers? What kind of country could Scotland be?"

<https://ctauk.org/scottish-governments-new-programme-what-will-it-mean-for-community-transport/>

Scotland – Dornoch CT Scheme is Launched. The acquisition of an electric Volkswagen ID.3 car by Dornoch Area Community Interest Company has enabled a new CT service to be established to enable residents of Dornoch (on

the East Sutherland coast) to reach medical appointments. Glen McGill, co-vice-chairperson of Dornoch Area CIC, said "Helping people attend appointments at Raigmore Hospital may well be one of the key demands for this new service, but it can be used for so many other reasons such as travelling to Golspie or Tain to catch a train, visit the leisure centre, or attend an appointment with the optician." <https://www.northern-times.co.uk/news/dornoch-community-transport-scheme-up-and-running-310673/>

Scotland – Killin Community Bus Needs Support to Survive. After 50 years of service, the Killin Community Bus is facing closure unless usage increases and volunteers can be found. As well as Killin, the bus serves residents Crianlarich, Tyndrum, Lochearnhead, Balquhider and Strathyre. An emergency meeting was called and a spokesperson for the group said: "The community bus is at real risk of no longer being a service. We need to recruit more volunteers to fill the available positions within the committee. As well as general positions needing filled, our chairman, Charlie Grant, is stepping down after over 50 years, as well as our company secretary, Donald MacIver. However, it's not only committee members we need to continue the running of the bus, we also need registered drivers and general users. The bus is unfortunately not being used to the extent it once was by the local and wider communities, notably the use of the bus has declined since the pandemic." Following the emergency meeting, a number of new volunteers came forward.



<https://www.dailyrecord.co.uk/news/local-news/volunteers-plead-help-save-rural-29771178> and <https://www.dailyrecord.co.uk/news/local-news/new-volunteers-step-up-help-29835433>

Scotland – Drumchapel CT Operator Plans Expansion with s22 Service. Clydebank CT operator G15 Buses is hoping to raise funds to launch two new bus services that will operated to a timetable with s22 permit. Will Thomson said: "Right now we can only offer a sort of calling bus service, but we can't stop at bus stops. This would allow us to make a real shift. We would actually be putting people in jobs as well because we would be looking for a bus driver. We don't see this as just being about G15, this could be used elsewhere. It's affordable and helpful travel for all." The two proposed services are aimed to address the lack of services for resident on Glasgow's South side.

<https://www.clydebankpost.co.uk/news/23461147.drumchapel-charity-launches-bid-bus-route-across-clyde/>

Scotland – Caithness Service Needs Volunteer Drivers. A plea for new volunteers has been made by Caithness Rural Transport, which operates a 10-vehicle service which “carries out an average of 686 runs a month, with vehicles covering up to 300 miles around the county in a single day.”

<https://www.johnogroat-journal.co.uk/news/caithness-rural-transport-desperate-for-volunteer-drivers-308644/>

Scotland – Strathclyde Partnership for Transport Funds Inverclyde CT Group. A £25,000 grant has been awarded to Inverclyde Voluntary Council for Social Services towards the running of its voluntary transport service. The funding was provided by Strathclyde Partnership for Transport.



<https://www.greenocktelegraph.co.uk/news/23488010.transport-group-given-25k-strathclyde-partnership-transport/>

Scotland – Controversial Review of Public Transport in Renfrewshire. Bus operator McGill’s has criticised a proposed £50,000 bus review which is being planned by Renfrewshire Council. Councillor Paterson has urged that the review should include consultation with the Community Transport Association in order to consider the range of community-led options that might be used in Renfrewshire.

<https://www.glasgowtimes.co.uk/news/23493870.review-renfrewshires-public-transport-questioned-mcgills/>

Potteries – New CT Partnership in Newcastle and Stoke. Two existing CT operations are to work more closely to enhance services. Door2Door Transport (a car scheme operated by Voluntary Action Stoke-on-Trent) and Newcastle Community Transport. A National Lottery Community Fund grant has been awarded to “enable both schemes to unify their services, mission, and objectives to serve more people across the area, all whilst improving lives.” <https://www.inyourarea.co.uk/news/community-transport-schemes-join-forces-to-support-more-vulnerable-residents-in-newcastle-and-stoke/>

Leicestershire – Long Serving CT Manager Retires. After almost 30 years



managing the Voluntary Action South Leicestershire (VASL) car scheme based in Market Harborough, Sandy Handley has retired. Over the years she has recruited almost 300 drivers and organised 100,000 journeys. VASL manager Maureen O’Malley, paid tribute to Sandy: “It really is the end of an era now that Sandy is retiring, she really is going to be missed by all of the volunteers, clients and staff. Sandy has been so dedicated to her job and has gone



above and beyond to help the people in her community. We do wish her a very long and happy retirement." The new VASL CT manager is Lisa Jones.

<https://www.harboroughmail.co.uk/news/people/community-manager-retires-after-helping-transport-people-around-harborough-for-nearly-30-years-4121552>

Northamptonshire – New Community Bus Service for Haddon. A new weekly bus service has been launched which enables passengers from Guilsborough, Coton, Ravensthorpe, Teeton, Holdenby, East Haddon, Watford and West Haddon to travel to Rugby or Daventry. The Haddon Hopper is operated by CommMiniBus with funding from West Northamptonshire Council. Volunteers are also being recruited as drivers or service co-ordinators. Contact at [bookings@cmbus.org](mailto:bookings@cmbus.org) or by calling or texting 07888 011891. <https://www.northamptonchron.co.uk/news/transport/haddon-hopper-community-bus-scheme-up-and-running-with-not-for-profit-operator-4126220>

Dorset – NORDCAT Loses 75% of its Permits Following Traffic Commissioner Ruling. After a lengthy investigation by the Traffic Commissioner, North Dorset Community Accessible Transport has been reprimanded for having inadequate maintenance arrangements in place following a number of vehicle defects being identified by a DVSA Vehicle Examiner, including an MOT failure rate of 76.6%. The TC was also unsatisfied with NORDCAT's status as a non-commercial entity given that 90% of its operation was delivering SEN contract work, and the role of its trading subsidiary was nebulous. The TC has ruled that 15 s19 permits be revoked (leaving 5 permits intact), as well as revoking some s19 large vehicle permits. The TC has also asked the Charity Commission to investigate. NORDCAT has had the long-standing trading subsidiary – Nordcat Services Ltd – but this was not being used to operate the services under contract with a PSV operator's licence. This case will be instructive to all CT operators which are delivering home-to-school contracts and may have further repercussions.

<https://www.gov.uk/government/publications/decision-for-north-dorset-community-accessible-transport-nordcat/decision-for-north-dorset-community-accessible-transport-nordcat#reasons-of-the-traffic-commissioner> Other reports here:

- ] <https://www.dorsetecho.co.uk/news/23464941.inquiry-nordcat-bus-operator-traffic-commissioner/>
- ] <https://www.bbc.co.uk/news/uk-england-dorset-65348467>
- ] <https://www.bridportnews.co.uk/news/23464944.inquiry-nordcat-bus-operator-traffic-commissioner/>

CTA has reminded all its members of the importance of maintaining Robust Maintenance Programmes here: <https://cta.uk.org/press-release-cta-urges-operators-to-prioritise-robust-maintenance-programmes/>



Greater London – Passenger Experience on the Royal Parks Bus Service. Transport blogger Roger French OBE has reported his experiences using the free Royal Parks bus around Richmond Park, which uses volunteer drivers. Roger comments that “the minibus is owned and supplied by Richmond & Kingston Accessible Transport (RaKAT) and whereas it used to operate other community services I’m told it’s now on permanent loan to the Royal Parks and kept in Richmond Park for the

RP1...When I’ve travelled in previous years it’s been a well-used service especially once the rhododendrons are in full bloom in the Isabella Plantation as the RP1 is by far the best way of reaching it, unless you like a long walk or have a blue badge. It’s also a lovely way to see the many deer in the Park.”

<https://busandtrainuser.com/2023/04/20/hello-rp1-goodbye-red-arrows/>

Yorkshire – York Wheels Takes Delivery of Two New Vehicles. A City of York Council grant has enabled York Wheels to add two Mellor Orion minibuses to its fleet. The vehicles – based on the Fiat Ducato – will be used on the York Dial-a-Ride service. Cllr Andy D’Agorne, Council Deputy Leader, commented that “over the years, York has built up significant levels of bus use and we are committed to doing what we can to protect our bus services, which provide a lifeline and connection for so many in York. We want our historic city to be accessible and inclusive for all. Dial-a-ride buses offer the opportunity for our disabled and less mobile residents to get out and about safely and comfortably.” <https://www.route-one.net/deliveries/york-wheels-takes-mellor-orion-pair-for-dial-a-ride/>

Cambridgeshire – Ely Volunteer Driver is Recognised with Award. Volunteer driver Margaret Clark has received the Sternberg Charitable Foundation Active Life Award 2023 at an event at 11 Downing Street. Margaret drives for the social car scheme operated by Voluntary Community Action East Cambs. The report states that “the award is presented annually to those who still volunteer after they reach the age of 70. The winner of the award was still actively volunteering aged 94! Margaret was nominated because she drives hundreds miles each month taking vulnerable members of the community to important appointments and she also acts as an administrator running the car



desk.” <https://www.elystandard.co.uk/news/23353247.ely-volunteer-driver-recognised-efforts/>

Hertfordshire – Volunteer Driver Brenda Stars in Video. HitchinTV has produced a neat little You Tube profile of Brenda who drives for North Herts & Stevenage Community Transport Service which is operated by CVS North Herts & Stevenage. Brenda commented that “I wanted something that gave me some structure to the week and in particular involved assisting a number of people, not just one or two.”

<https://www.youtube.com/watch?v=6w1IgLQX7S8>



West Sussex – Crawley CT Gets MP Visit. Local MP Henry Smith dropped in on Crawley Community Transport offering his congratulations following the CT operator recently being recognised with the Gatwick Diamond Business Award. Depot Manager Diane Walker commented: “All the team were thrilled Henry made time out of his busy schedule to come chat with us about our vital services to help reduce social isolation and loneliness in Crawley such as our important Volunteer Car scheme.”

<https://www.sussexexpress.co.uk/news/crawley-mp-visits-crawley-community-transport-to-congratulate-them-on-winning-gatwick-diamond-award-4126443>

East Sussex – Havens Community Hub Nets £200,000 Fund Award. The UK Shared Prosperity Fund has provided £200k for a range of services that are grouped under the Haven Community Hub, one of which is Havens Community Cars. The car scheme serves 500 Newhaven residents with 25 volunteer drivers.



<https://www.sussexexpress.co.uk/news/politics/council/ps200000-award-for-inspirational-good-cause-benefiting-the-community-4054383>

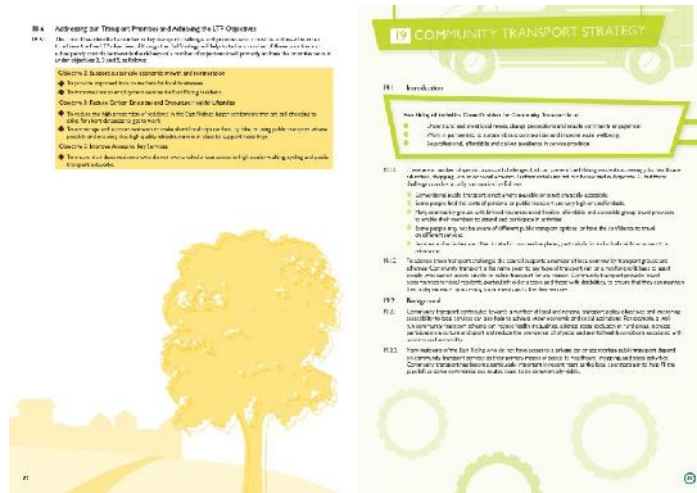


# Local Transport Plans & Community Transport

by John Atkins

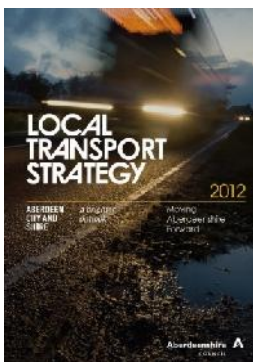
In its recent 'England Spotlight' e-bulletin, CTA has prompted its English members to think about how they might become involved in the formulation of their Local Transport Plan. CTA's advice is as follows: "The Transport Act 2020 [NB. it actually dates from 2000] requires all Local Authorities to publish statutory plans, known as Local Transport Plans or LTPs, for maintaining and improving all aspects of local transport over a five-year period. This should include community-led solutions. These plans will influence dialogue between the local government and central government on funding and investment for local transport. The DfT guidance on the preparation of the new LTP has been delayed but is expected shortly. We recommend that local CT providers check to see if their local authority is reviewing their LTP currently. If you require any support from the CTA team please contact us." Sound and timely advice.

As CTA states, many Local Transport Authorities are indeed currently consulting on the contents of their fourth Local Transport Plan (LTP4) – many of the current LTP3s cover the period 2011-2023, with the first LTPs dating from 2001. The 'LTP' is strictly speaking an English phenomenon as the planning process works differently in Scotland, NI and Wales, and where 'Local Transport Strategy' tends to be the preferred title. Outside England, these strategies are often developed at regional partnership level, although this has not prevented some individual local authorities from adopting their own plans as well.



Overall, the resulting documents are generally very similar throughout the UK and are all intended to serve the same purpose – namely to outline how transport is to be managed and improved in a specific geographical region over a defined period of time. It should be noted that passenger transport is only one aspect of the LTP – consideration is also given to traffic management, walking and cycling, EV recharging facilities, highways construction, and spatial development. Subsidiary strategies and appendices might be produced as well. A typical LTP will be heavy on demographic analysis and include copious maps and tables of targets and objectives.





During the earlier era of LTPs there was much emphasis on Accessibility Planning, which was not about improving accessibility to vehicles and services for those with mobility constraints as such, but about spatial connectivity with key services and amenities. So an accessibility strategy may have no reference to CT at all. Some earlier LTPs saw CT as only being useful for plugging gaps in the rural bus network, and having something to do with transport for healthcare appointments, and not much else. Elsewhere LTP definitions of “community transport” could be at some variance with how the CT sector viewed itself and sometimes got conflated with broader concepts of “transport in the community,” with little acknowledgement of voluntary sector provision. Core CT objectives of providing transport to empower people with mobility constraints, which might be expected to be reflected in the LTP, were often omitted.

There is little doubt – historically speaking – that local authority transport planning teams (sometimes involving external consultants) had struggled to understand CT. There was (and maybe still is) a lack of awareness and information about how, when and where voluntary sector transport operators



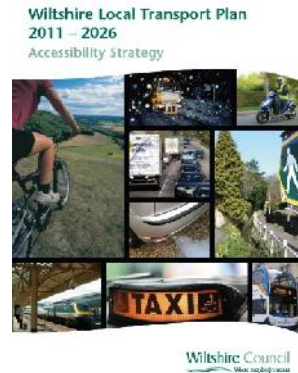
make their contribution, and the CT sector itself has not always best presented its case in the local planning context. Although the situation has improved over the years, CTA has correctly reiterated that CT operators have a clear strategic role to play in the planning and development of the broader passenger transport network and need to be proactive in engaging with the planning process.

The legal framework for England & Wales is contained in the Transport Act 2000 which states that “Each local transport authority must — (a) develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and (b) carry out their functions so as to implement those policies.”

(<https://www.legislation.gov.uk/ukpga/2000/38/section/108/2006-05-26>)

Despite the directive (b) above, many LTPs remain aspirational documents, despite the inclusion of measurable objectives. Commitments are often couched with phrases such as “...if funding is available”, “as resources allow...” or “when opportunities arise...” So inevitably the vision presented in the LTP often bears little resemblance to the local reality, especially in a world still suffering from post-austerity, post-Brexit and post-COVID conditions, let alone the continuing cost-of-living crisis and inflationary pressures.








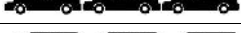
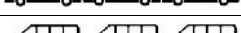
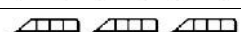
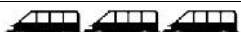





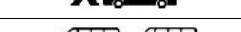











The earlier LTPs very often did not make any reference to CT services, and the sector was not always considered to be part of the wider public transport network. However, over the subsequent 20 years or so, CT has become a more recognised player, especially with the emphasis in the plans on social inclusion and accessibility. Where an authority has properly appreciated the role of CT, it has often given it a separate chapter in the LTP or even produced a separate linked CT strategy. More often CT might figure in a Bus or Accessibility strategy. In practice much recent impetus around bus strategies in England has gone into the Bus Service Improvement Plans (BSIP) in which CTs were supposed to be included, but then not included in the associated Enhanced Partnerships, where the legislation specifically excludes s19 and s22 operations.






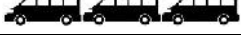

The table below considers how far CT is represented in a wide sample of 35 LTP or equivalent strategies, based on a quick perusal of each document (these are mostly the top level or main document). Each area’s plan is graded to indicate how far CT services are recognised. This is not intended as an exacting or scientific assessment, however, and should be understood as a brief overview. It should also be noted that lack of recognition of CT in the LTP does not necessarily mean that an authority does not provide support or funding and equally, in some authorities where CT is prominent in the plan, actual support might be minimal.

Changing priorities in the plans may not best align with what the CT sector can provide. Social inclusion and accessibility are not so much the focus anymore as environmental issues and sustainable travel measures have come to the fore, areas where CT is not so strong. The next round of LTPs will doubtless centre on EV proliferation and charging infrastructure, as well as the perpetual struggle to reduce car journeys. The challenge, as CTA has suggested, is for CT operators to ensure that what they do is recognised in the next version of the LTP. Each CT operator – if they have not already engaged with their local transport planning team – should make sure that their voice (and that of their users) is properly heard. This is often more effective if done collectively at countywide-level via CT forums or partnerships.

Community Transport in Local Transport Plans and Strategies	
Key to Ranking	
CT is extensively referenced and integrated into the plan	
CT is given substantial or significant recognition	
CT is given a very brief mention or reference	
No reference to (or recognition of) CT at all	

Community Transport in Local Transport Plans and Strategies	
Transport Authority	CT ranking
Aberdeenshire	
Angus	
Argyll & Bute	<b>X</b> 
Berkshire	
Buckinghamshire	
Cambridgeshire	
Cornwall	
Derbyshire	
Devon & Torbay	
East Sussex	
East Riding of Yorkshire	
Hampshire	
Herefordshire	
Kent	
Lancashire	<b>X</b> 
Lincolnshire	
Mid-Wales (Powys, Ceredigion & Gwynedd)	
Middlesbrough	<b>X</b> 
Nottinghamshire	
North East England (Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside & Sunderland)	
North Wales (Conwy, Denbighshire, Flintshire, Gwynedd, Isle of Anglesey, & Wrexham)	
Northern Ireland	
Northamptonshire	
Oxfordshire	
Shropshire	
Somerset	
South West Wales (Carmarthenshire, Neath Port Talbot, Pembrokeshire & Swansea)	
South Yorkshire	
Stirling	
Suffolk	

### Community Transport in Local Transport Plans and Strategies

Surrey	
Warwickshire	
West Yorkshire	
Wiltshire	
Worcestershire	



**TAS**

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