



RHONDDA CYNON TAF

**RECORD OF DELEGATED OFFICER DECISION**

**SUBJECT: COMMUNITY TRANSPORT FUNDING IN 2015/16**

**PURPOSE OF ATTACHED REPORT:**

To consider the award of grant funding to the community transport organisations in Rhondda Cynon Taf in 2015/16.

**DELEGATED DECISION (Date):**

It is recommended that:

- (a) the contents of the funding submissions, prepared by each of the three community transport organisations in Rhondda Cynon Taf and shown in Appendix A, are noted.
- (b) the level of grant funding available from the Council's resources and through the Welsh Government's Bus Services Support Grant (BSSG) is noted.
- (c) the Council's provision of financial assistance in 2015/16 of £41,424 to Accessible Caring Transport, £33,344 to TraVol Community Transport and £10,928 to Village and Valleys Community Transport is noted for the reasons set out in this report.
- (d) the Council continues to explore ways in which it can provide practical assistance to these organisations.

**Chief Officer Signature**

**Print Name**

CHRISTOPHER  
LEE

**Date**

11/8/15

The decision is taken in accordance with Section 15 of the Local Government Act, 2000 (Executive Functions) and in the terms set out in Section 5 of Part 3 of the Council's Constitution.

A. Morgan

CONSULTEE CABINET MEMBER SIGNATURE

11/8/15

DATE

RJ White

OFFICER CONSULTEE SIGNATURE

11/8/15

DATE

Directorate:	Highways and Streetcare Services
Contact Name:	Charlie Nelson
Designation:	Transportation Manager
Tel.No.	01443 494818

# **RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL**

**MUNICIPAL YEAR 2015 - 16**

## **REPORT TO ACCOMPANY A DECISION OF THE GROUP DIRECTOR OF CORPORATE AND FRONTLINE SERVICES**

	<b>Part 1</b>	<b>Item No.</b>
<b>DATE: AUGUST 2015</b>	<b>COMMUNITY TRANSPORT FUNDING IN 2015/16</b>	

### **1. PURPOSE OF THE REPORT**

- 1.1 This report details the award of grant funding to the community transport organisations in Rhondda Cynon Taf in 2015/16.

### **2. RECOMMENDATION**

- 2.1 It is recommended that:

- (a) the contents of the funding submissions, prepared by each of the three community transport organisations in Rhondda Cynon Taf and shown in Appendix A, are noted.
- (b) the level of grant funding available from the Council's resources and through the Welsh Government's Bus Services Support Grant (BSSG) is noted.
- (c) the Council's provision of financial assistance in 2015/16 of £41,424 to Accessible Caring Transport, £33,344 to TraVol Community Transport and £10,928 to Village and Valleys Community Transport is noted for the reasons set out in this report.
- (d) the Council continues to explore ways in which it can provide practical assistance to these organisations.

### **3. BACKGROUND**

- 3.1 As part of its policy to reduce social exclusion in Rhondda Cynon Taf, the Council has been providing financial support to local community transport organisations who

provide door-to-door accessible transport services for those residents who are unable to travel on the scheduled local bus network.

- 3.2 Since 2010/11, the three community transport organisations in Rhondda Cynon Taf (Accessible Caring Transport, TraVol Community Transport and Village and Valleys Community Transport) have all been invited submit bids for funding from the Council's Community Transport Fund, which is made up from the Council's own resources and the funding for community transport that the Council receives from the Welsh Government (WG).
- 3.3 This bidding process has replaced the annual block grant and has enabled the Council to demonstrate that its financial support for community transport is being spent effectively and transparently. The Community Transport Association supports this greater transparency in the distribution of community transport funding and a similar arrangement has been used in 2015/16.

#### **4. ISSUES AFFECTING GRANT FUNDING**

- 4.1 As part of the Council's decision on 14 May 2014 to implement "Medium Term Service Planning – Service Change Proposals", it was agreed to continue to support community transport with an annual allocation of £25,000. In parallel with the changes to passenger transport services, the revised funding level took effect from 2 November 2014 and an appropriate pro-rata adjustment was made to the 2014/15 allocations. The full year impact of these changes has now taken effect and after a budget uplift of 2%, £25,550 is being made available in 2015/16.
- 4.2 For 2014/15, WG replaced the Regional Transport Services Grant (RTSG) with the Bus Services Support Grant (BSSG) and the Council has continued to receive an allocation of this grant in 2015/16. Once again, it is being administered for WG in the Council's area by Monmouthshire County Council, working on behalf of the South East Wales Bus Funding Project Board. The conditions of the grant award stipulates that the South East Wales' local authorities collectively should allocate at least 5% of its total BSSG allocation to support the provision of services by community transport providers, and strongly recommends that a figure of 10% is achieved to provide good quality community transport projects that deliver value for money and integrate with the public transport network.
- 4.3 In order to ensure that the target figure of 10% is met from the total South East Wales BSSG allocation, the Project Board was looking for the Council to spend £130,503 of its BSSG allocation on Community Transport services. However, in order to maintain its network of local bus services following the November 2014 service changes, only £77,535 of the allocation can be reserved for Community Transport.
- 4.4 The 2015/16 financial year will be particularly challenging for the Community Transport operators in Rhondda Cynon Taf and this position is worsened as WG is no longer providing funding under its Access to NHS Services scheme, which had enabled TraVol to extend its Blue Dragon demand responsive services to improve access to the Royal Glamorgan Hospital.

4.5 In total, having deducted payments for public transport contracts, the Community Transport Fund in 2015/16 amounts to £85,696. This fund will be distributed accordingly in order to ensure that there is better co-ordination, to assist the community transport organisations within Rhondda Cynon Taf in the planning of their operations and to enable the continued operation of community orientated demand responsive services in an attempt to stimulate greater user demand.

## 5. AWARD OF GRANT FUNDING

5.1 As per previous years, the ITU has approached the three community transport organisations in Rhondda Cynon Taf and asked them to set out their plans for utilising the Council's community transport funding. The information submitted to the ITU is included in Appendix A, though the combined amount of funding requested by the three community transport organisations exceeds this figure. It can also be seen that the proposed uses for the grant money differs between each community transport organisation, reflecting the local needs and priorities.

5.2 Having reviewed the bids, it is proposed that financial assistance be provided to each of the community transport organisations in Rhondda Cynon Taf as per the details set out in the summary table below.

ORGANISATION	PURPOSE OF FUNDING	SIZE OF AWARD
Accessible Caring Transport	• Management and administration of the RangeRider service.	£37,213
	• On costs, training and marketing.	£ 3,212
	• PSV MoT and road tax.	£ 999
		<b>£41,424</b>
TraVol Community Transport	• Contribution to the running costs of the Blue Dragon Section 22 demand responsive routes.	
	○ Wages, NI and Pensions.	£14,818
	○ Fuel, vehicle insurance, repairs and servicing.	£12,061
	○ Administration.	£ 6,465
		<b>£33,344</b>
Village & Valleys Community Transport	• Volunteer costs and training.	£3,500
	• Contribution to premises, rates and utilities.	£2,083
	• Contribution toward driver and office wages.	£5,345
		<b>£10,928</b>

5.4 These figures have been determined after taking account of the following criteria:

- the extent to which the award will be used to maintain the existing level of operations. For example, use of administrative systems to improve vehicle utilisation.

- the type of journeys operated for residents. For example, are they duplicating journeys that residents could potentially make on local bus services operated by step free vehicles?
- evidence of partnership working with other bodies. For example, Communities First, Local Health Board.
- the commitment to maintain community focussed Section 22 demand responsive services. For example RangeRider and Blue Dragon.

5.5 The funding allocations demonstrate that, in operating door-to-door transport services for people with a mobility impairment, the three community transport organisations are complying with the Council's Equality Impact Assessment.

## **6. CONCLUSION**

6.1 The action outlined in this report has provided all three of the community transport organisations in Rhondda Cynon Taf with support in 2015/16 and should assist them in planning, maintaining and delivering their operations.

6.2 The total available within the Community Transport Fund in 2015/16 is less than in 2014/15, as the full year effect of the reduction in the contribution from the Council's own resources is now being felt. In addition, WG funding in 2014/15 through its Access to NHS Services Fund was only a one off grant. Unless further funding can be made available during the course of the year, this situation will place a considerable strain on the ability of Accessible Caring Transport, TraVol Community Transport and Village and Valleys Community Transport to maintain existing service provision, particularly if they fail to secure sources of alternative funding.

## APPLICATION FOR CT GRANT REVENUE FUNDING 2015-2016

Accessible Caring Transport  
4 Knight St.  
Mountain Ash  
CF45 3HA  
01443 478013

Accessible Caring Transport strategy is to consolidate current developments to date, by maintaining the RangeRider service (Section 22 Permits) on designated routes only and continue any other journeys under the Section 19 Permits. The charity will explore additional work in partnership with other CT operators where possible to achieve further generated income in the forthcoming year.

### **RangeRider Service development**

The RangeRider service has now been operating for just over 3 years as a door to door, flexible many to many service, under Section 22 Permits, within the operating area of Rhondda Cynon Taff, Merthyr Tydfil, and Caerphilly. The service is operated by 2.5 vehicles across a six day week. Several routes have now been set in place. The demand for journeys has reached full capacity on a Wednesday, with Monday, Tuesday and Friday increasing in use. Thursday is the slowest day of the week.

Currently the most frequently used destinations are for social need, across all of Cynon Valley, Pontypridd Bus station, Porth, Upper Boat, Merthyr Tydfil Bus station, Trelewis/Treharris and Caerphilly boundary areas. This includes shopping, meetings and events locally, Stroke support group, garden centres, visiting relatives, residential homes, collecting pensions, hairdressers and on occasion historical venues, often integrating with other transport providers. Several members of ACT group members use the service for individual transport needs, especially people with disabilities.

Over the past years the health journeys had increased to between 24%-28% for health reasons, appointments at Cynon Valley Hospital, Prince Charles Hospital, Dewi Saint, dentists and Doctors, pain clinics etc. These journeys have now been almost discontinued due to the one to one access required by the passenger. This is no longer sustainable.

The Merthyr Tydfil residents transport to and from Cynon Valley via Trelewis, Treharris to residential home in Cynon Valley and the new hospital 3 times a week will continue. Although varied in passenger numbers on the majority of occasions the passenger numbers are high.

The additional route added for residents at the lower end of Cynon Valley to travel to Pontypridd Monday to Saturday has been reduced due to the level of support for each day and the withdrawal of funding. A service is available on Wednesday to Pontypridd Bus Station and Porth, Friday to Pontypridd Bus Station and Upper Boat retail park. An additional route has been provided on a Tuesday to Asda, but has a low number of passengers due to a wheelchair user's regular use of the service. These routes will continue.

Many of the passengers using the service are living away from mainstream bus routes and use the service directly to a destination or to a mainstream bus stop or bus station, e.g Mountain Ash

residents use the service to Aberdare Bus Station to join the mainstream bus service to Merthyr Town Centre. Other users have used the service to Abercynon train station to travel on further and arrange for a return the same day or week.

### Charges

Overall the majority of passengers are concessionary pass users, either for over 60yrs and for people with disabilities. Currently the fare is £3.00 single for the locality and £3.50 single to Merthyr Tydfil and Caerphilly areas. The fare will increase to £3.75 single for Merthyr Tydfil and the Caerphilly area in May 2015.

### Potential for Expansion

Due to the SEWTA meetings with CT operators no longer being available some operators decided to form a co-operative of community transport operators to move ideas forward. The group has now been formed, open to everyone, but six operators have become members and will be developing new ways of working, partly on issues raised at the SEWTA meetings and ideas drawn from within the co-operative. At the present the group is unincorporated and called Community Transport Co-operative (South East Wales) and will work toward incorporation to deliver services.

### Royal Glamorgan Hospital Pilot Scheme

The pilot scheme has a very low take up. Where there is a need the service will continue to provide access to the hospital, but additionally the new vehicle will be used elsewhere within ACT services.

In the future if the need arises the service will be introduced on a regular basis. At present information is being gathered to see how links can be made with other operators.

### Journeys 2.5 Vehicles for RangeRider

RangeRider Route Journeys Multiple passengers on designated routes	Section 19 excluding contracts	Projected Route Journeys RangeRider only Consolidating routes
April 2014 – March 2015		April 2015 – March 2016
1,521	331	1,800

### Passengers

RangeRider Passengers	Section 19 & 22 excluding contracts	Projected Passengers RangeRider only
April 2014 – March 2015		April 2015 – March 2016
10,404	12,770	10,600 +

### Fares generated

April 2014 – March 2015 RangeRider only			April 2015 – March 2016
Concessionary Fares £20,557.27	<b>Total</b>		£22,600 +
Cash Fares £ 860.50	<b>£21,417.77</b>		



## Mileage

April 2014– March 2015 Section 22	April 2015 – March 2016 Section 22	Section 19 excluding contracts
Litres 10,379.03	12,500 +	
Kilometers 60,350.30	75,000 +	16,564.26

## Group Transport, Individuals & Contracts

As members of the charity the voluntary sector groups and individuals access the Section 19 Permit scheme. Any resident within the operating area is welcome to join the charity at any time.

The minibus is used by various groups within Cynon Valley, Rhondda Fawr and Treharris, and surrounding areas to social events. These have included local and Cardiff theatres, Day Centres, church venues, group meetings, Heritage venues, Brecon Cathedral, day trips to southern coastal areas of Wales.

In the past year transport has been used to access holiday destinations in Porthcawl, Mumbles, Barry and Tenby. Several of the individual members, including wheelchair users, used the transport as they had no other way to get to the holiday venue with their accessible equipment and cases.

The users of all the schemes and services bring the needs of the community to the attention of the charity as this is why the pilot scheme for the Royal Glamorgan Hospital is so important.

Limited contractual arrangements are in place with Rhondda Cynon Taf CBC. At present to tender for more contractual work may have an impact on existing work, and is not always a financially viable option.

### Networking

The charity is a member of the CTA Wales and attends community transport Forums and training sessions for strategic purposes and to network with other operators. Liaison takes place with other CT operators through the new co-operative formed in the South Wales area. These meetings take place on Accessible Caring Transport site.

### Priority Funding

To maintain and continually develop sustainability the office staff are key to the maintenance of existing services and future developments. At present the charity has 5 part time staff members, all with a specific role within the organisation.

The staff always work toward more efficiency and are effective in their workload, but the service is very demanding and still requires the 5 part time staff to continue with all necessary tasks for the organisation.

The charity is encouraging volunteering across all skills required in the operations of the services to support paid staff, although this is becoming increasingly more difficult to recruit volunteers.

## Salaries

Title	Job Description	Hours	Annual Salary
Executive Officer Company Secretary	Management, Development & monitoring of charity	10 hrs per week	£7,194.72
IT Officer	Financial Accounts, Company Systems & Promotional Materials	26hrs per week	£15,548
Administration Officer	Office Admin, data collation for all services and fuel rebate, Membership and bookings	17.5 hrs	£9,100.00
Transport Admin	Vehicle & personnel scheduling, arranging vehicle servicing/MOT's, and bookings	16 hrs	£5,574.40
Admin Support	Bookings, data entry, journey sheets	20 hrs	£6,968
Employer NI			£1,850
Redundancy liabilities			£1,280.34
Pension			£1,332.00
Travel			£ 400.00
<b>Total Salaries</b>		<b>89.5 hours per week</b>	<b>£49,247.46</b>

### Priority Funding

The office staff salaries are a priority to keep the service operating. This sum is **£44,385.12**.  
*Please note: This is a reduction of £2,589.60 on the previous year salary costs.*

## RANGERIDER 2.5 VEHICLES 2015-2016

### EXPENDITURE

<b>Drivers</b>			
2.5 Drivers	30 hrs per week each	26,130.00	
Holiday Cover	240 hrs per year	1,980.00	
Employer NI		<u>700.00</u>	
		<b>28,810.00</b>	<b>28,810.00</b>
<b>On costs</b>			
	Redundancy liability	904.00	
	Pension liability 3%	780.00	
	DBS/badges	<u>253.00</u>	
		<b>1,937.00</b>	<b>1,937.00</b>
<b>Training</b>			
	PCV CPC	375.00	
	Midas Refresher	200.00	
	Other ie Fire Evacuation etc.	<u>200.00</u>	
		<b>775.00</b>	<b>775.00</b>
<b>Vehicle Costs</b>			
	Fuel	14,500.00	
	Vehicle Insurance	3,800.00	
	Service & repair (vehicle)	6,000.00	
	Service & repair (lift)	700.00	
	Tyres (full set)	900.00	
	PCV MOT	504.00	
	Road tax	<u>495.00</u>	
		<b>26,399.00</b>	<b>26,399.00</b>
<b>Staffing/costs</b>			
	Management/Admin (including Pension, redundancy) 84% RangeRider costs	<b>44,300.52</b>	<b>44,300.52</b>
<b>Office costs</b>			
	Stationery	1,000.00	
	Telephone including mobiles	800.00	
	Building Insurance/General Ins allocation	1,000.00	
	Heat.Light/Water allocation	<u>2,000.00</u>	
		<b>4,800.00</b>	<b>4,800.00</b>
<b>Marketing</b>			
	Promotional literature/web	<b>500.00</b>	<b>500.00</b>
		<b>TOTAL</b>	<b>107,521.52</b>

*Please note: This is a total reduction of £3,590.88 on last years total expenditure bid.*

### INCOME

Merthyr Tydfil CBC CT grant	£1,600
Klms support	£8,000.00
Concessionary Pass Fares	£22,600.00
Cash Fares	<u>£ 500.00</u>

<b>Total</b>	<b>£32,700.00</b>		<b>£32,700.00</b>
		<b>Balance</b>	<b>£74,821.52</b>

This is a very finite budget and savings have been made where possible. The indications on the balance, and the expected level of funding that possibly will be available will leave a shortfall of approx. £17,000.00. The loss of Route 4111-1 £9,828.00 has had an impact on the budget income. New work will be investigated to generate more income and a possibility of withdrawing part of the RangeRider Service may have to be made in the short term.

### **Further Funding of the RangeRider Service**

The charity normally makes a funding application to Merthyr Tydfil CBC for an CT Grant bid of £2,000 toward the cost of the RangeRider administration in that area but due to the low budget of the local authority this is having an impact on the CT operator in that area. The year 2014-2015 Merthyr Tydfil CBC granted £1,600 and possibly 2015-2016 may be further reduced.

Caerphilly CBC have always indicated their CT Grant is funding other services in their area.

As the RangeRider health work has been approximately 25% of the work carried out the charity will no longer give a one to one service to individuals to local hospitals, other than when the route is passing that health venue. Support from Rhondda Cynon Taf CBC is requested to continue discussion for funding with Cwm Taf Health Trust, as the health authority workers are still referring new passengers to the RangeRider service.

We would welcome any assistance that Rhondda Cynon Taff CBC can give to achieve any funding from the Cwm Taf Health Trust.

### **Request for Funding**

The request for funding is for the highest possible level toward the total balance of **£74,821.52**

**P. R. Bowen**

**30<sup>th</sup> April 2015**

COPY FOR TONY RICHARDSON



Unit 8  
Maritime Offices  
Maesycod  
Pontypridd CF37 1DZ  
Tel: 01443 486872  
Fax: 01443 486885

Charlie Nelson Esq  
Transportation Manager  
Rhondda Cynon Taff Council  
Sardis House, Sardis Road  
Pontypridd  
CF37 1DU

13 April 2015

Dear Charlie,

**TraVol Community Transport – Grant Funding 2015/2016**

Further to our recent discussions. I set out below our application for continued grant funding to enable the Charity to maintain the provision of services to disabled and infirm residents of RCT.

TraVol Community Transport (TraVol) operates a total of 14 specially adapted vehicles; employs 17 full-time and 4 part-time staff and has a pool of approximately 20 volunteers providing services to residents of RCT who are unable to use the available public transport network

In addition to supporting the operating costs for the transportation services provided to the community, the grant funding received from RCTCBC during 2014/15 enabled the Charity to part fund a replacement vehicle, at a net of grant aid cost of £20,113, from its' free reserves, thereby assisting the Charity to continue the provision of a reliable and quality service to eligible residents of RCT, but one further vehicle requires replacement in the next 12 months.

TraVol works closely with other Community Transport Organisations and local providers, such as Glyncoch Community First, to ensure that appropriate services are available throughout the whole of RCT and to ensure that there is no duplication of service provision. The services provided by TraVol are complimentary to the core passenger transport network, as the vast majority of our clients are unable to use conventional public transport and require a service directly to and from their home. Our specially adapted vehicles, with lift facilities and driver/escort assistance, are often the **only** source of access for wheelchair users and persons with severe walking difficulties to social and health and leisure services that non-disabled take for granted.

Continued.....

TraVol provides transportation services throughout the entire RCT area, from Blaenrhondda in the North, Taff's Well in the South, Bynna in the West and Cilfynydd in the East.

Should the Charity be successful in securing ongoing funding, we anticipate that we would undertake approximately 8,000 client journeys per annum on the 2 vehicles used to provide Section 22 services in the Pontyclun and Ynysybwl areas.

In order to continue operating the service, TraVol seeks funding for the operating costs of two vehicles and a contribution of 50% towards the cost of one replacement vehicle, as follows:-

		£
<b>Capital Cost (50% of cost of a 12/14 seat specially adapted vehicle)</b>		<b><u>20,000</u></b>
<b>Operating Costs</b>		
Wages, NI & Pensions	(1)	33,800
Fuel		12,500
Vehicle Insurance		4,150
Repairs/service and other vehicle Costs		10,850
Pro Rata share of Administration Costs		14,750
<b>Total Operating Costs</b>	<b>(2)</b>	<b><u>76,050</u></b>
<b>less Operating Income</b>		
Section 22 Service Income	(3)	14,500
Regional Transport Mileage Support		6,800
		<b>21,300</b>
<b>Net Operating Funding Requirement</b>	<b>(4)</b>	<b><u>54,750</u></b>
<b>Total Funding Requirement</b>		<b><u>74,750</u></b>

Notes:-

(1) TraVol historically received grant funding for two drivers wages and NI under the Dial a Ride scheme. Although RCT discontinued funding for Dial a Ride during 2012/13, the Charity continues to employ these drivers and hopes to secure their continued employment if funding resources permit.

(2) Please note that vehicle depreciation of £19,600 per annum has been excluded from operating costs, as it is hoped that separate funding will be available to facilitate replacement vehicles at the appropriate time.

Continued.....

(3) The fare income derived from operating Section 22 services represents a fraction of the true operating cost of the service. Unlike public transport organisations, TraVol operates a 'door to destination - to door' service on a pre-booked basis. Consequently, the mileage travelled by our vehicles on a particular route is far greater than that travelled by commercial operators picking up passengers at fixed bus stops only for a similar route. The time taken by TraVol vehicles to complete a particular route is also significantly greater than for traditional transport services in consequence of the additional mileage to be travelled and the time taken by drivers to assist infirm or disabled passengers on and off vehicles.

Given the above facts, we feel that it is nonsensical to expect the Charity to compete with Public Transport on a fare per passenger basis. Either the fare per passenger needs to be significantly greater to allow for the increased operating costs or this needs to be recognised in supplementary grant funding.

(4) During previous meetings with RCTCBC, TraVol was encouraged to set up Section 22 services to serve areas within RCT which are, at present, poorly served by public transport. In order to maintain these services the Charity needs to receive funding support at least equivalent to the operating cost of providing the service.

The Directors of TraVol Community Transport feel that it is important to stress that this application for funding has been based upon receiving support to meet the full costs of providing Section 22 services only. The Charity also needs funding support for its core activities within the Rhondda Cynon Taf area, but, given the austerity cuts being imposed upon the Welsh Government by Westminster, the Directors recognise that it will be necessary to utilise the Charity's historic reserves to support its activities until either the economic climate improves (and adequate funding again becomes available) or the Charity's reserves are depleted to such a level where they believe that the ongoing viability of the Charity is in danger, and it that it would be appropriate to wind up the Charity on a solvent basis before all reserve funds are used up. Given the current level of reserves the Directors believe that the Charity should not reach the critical point to trigger a full wind-up for at least 2 years, although measures may need to be taken to minimise the rate of depletion in the interim.

The Charity requires regular, sustained and proportionate funding to enable it to plan for the future and to ensure that the ever-growing needs of people within the Community who rely on TraVol's door-to-door service on specially adapted vehicles can be met.

Should you require further information, or require us to expand upon the information contained in this letter please do not hesitate to contact me. We would welcome the opportunity to have further face-to-face discussions on this issue!

Continued.....

We look forward to receiving your favourable reply in the near future. In the meantime we will continue providing existing services to clients in anticipation of your favourable response.

Yours hopefully,

A handwritten signature in black ink that reads "Lohi Paul". The signature is written in a cursive style with a long horizontal stroke extending to the right.

For and on behalf of  
TraVol Community Transport



# TraVol Community Transport

## Budget 2015-2016

	<b>Total Budget 2015/16</b>	<b>Included Section 22 Services</b>
<b><u>INCOME</u></b>		
RCT HIGHWAYS GRANT (as 2014/15)	69,000	69,000
SEWTA VEHICLE GRANT (50% cost of 1 vehicle)	20,000	0
REGIONAL TRANSPORT MILEAGE SUPPORT GRANT	37,200	6,800 (Pro Rata to Fuel Costs)
INTEREST RECEIVED	2,400	0
SECTION 22 SERVICE INCOME	14,500	14,500
CONTRACT INCOME	<u>350,000</u>	<u>0</u>
<b>TOTAL INCOME FOR YEAR</b>	<b>493,100</b>	<b>90,300</b>
 <b><u>EXPENDITURE</u></b>		
COST OF SERVICE - DEPRECIATION	78,900	19,600
- LOSS/(PROFIT) ON SALE OF VEHICLES	1,500	0
- FUEL & OIL	87,500	12,500
- VEHICLE PARKING	6,400	900
- REPAIRS & MAINTENANCE	44,500	8,200
- STORAGE CONTAINER HIRE	2,200	650
- VEHICLE HIRE	0	0
- INSURANCE	14,500	4,150
- WAGES & SALARIES	220,600	31,500
- NATIONAL INSURANCE	13,600	2,000
- AUTO ENROLLMENT PENSIONS (1%)	2,200	300
- VOLUNTEERS EXPENSES	24,000	3,400
- MOBILE TELEPHONES	2,400	350
- DRIVER & ESCORT TRAINING	500	100
- UNIFORMS	3,500	500
- CRB CHECKS & BADGES	500	100
- SUNDRY VEHICLE COSTS	<u>300</u>	<u>50</u>
<b>TOTAL DIRECT COST OF PROVIDING SERVICE</b>	<b>483,100</b>	<b>84,300</b>
AUDIT FEE	5,300	750
INSURANCE	1,400	200
PRINTING & STATIONERY	1,800	250
TELEPHONES & POSTAGE	2,800	700
COMPUTER SOFTWARE	750	100
SUBSCRIPTIONS (C.T.A.)	150	0
BANK CHARGES	50	0
OFFICE WAGES & SALARIES	58,500	8,400
EMPLOYERS NATIONAL INSURANCE	4,700	600
AUTO ENROLLMENT PENSIONS (1%)	600	100
OFFICE RENT	9,400	1,350
REPAIRS & RENEWALS OFFICE EQUIPMENT	1,600	250
PROPERTY SERVICE CHARGE & REPAIRS	12,500	1,800
TRAINING - ADMINISTRATIVE PERSONNEL	250	50
CLEANING & WELFARE	1,500	200
SUNDRY EXPENSES	<u>50</u>	<u>0</u>
<b>TOTAL INDIRECT COSTS</b>	<b>101,350</b>	<b>14,750</b>
<b>TOTAL COSTS FOR THE YEAR</b>	<b>584,450</b>	<b>99,050</b>
<b>NET SURPLUS / (DEFICIT) FOR THE YEAR</b>	<b><u>-91,350</u></b>	<b><u>-8,750</u></b>

# VILLAGE AND VALLEYS

Here is our requirement for the LTSG for 2015/2016.

We have a high level of volunteers, thus they come and go due to them getting other employment and one of these was a driver and the other an administrative / office worker.

We have been working with our other Community Transport operators such as Travol and ACT giving them the work that we could not accommodate due to our low staffing levels.

We have been providing transport for those who want to use the train but now there is no bus to get to the train station no more. The main bus service is only through main routes and users that have accessible needs such as; disabled, vulnerable, elderly people or they who can access the main route bus service but live in an area that is geographical outside these main routes.

We also assist in getting users to main stream transport where the user is elderly, disabled or unable to get to main routes of public transport due to the area we operate in.

Without sufficient funds we would not be able to continue to operate our professional and reliable service the community have come to expect of us.

We anticipate on increasing passenger numbers by 20% if funding is granted, also increase mileage by 15-20 %. Therefore helping the users to get out to main stream transport, hospital, dental and all other appointments as well as leisure and social activities.

We cover the Rhondda Fach and the Rhondda Fawr and other surrounding areas taking our users to many destinations for many purposes.

Due to the above we are requesting funding for;

## 2015-2016

Percentage towards:

Full time driver also

a full time and part time

Administrative/Office £14,500

Percentage towards:

Paying for premises including rates;

Electric, water, phone, internet £ 5,650

Costs for:

Volunteer and Training £3,500

Total = £23,650

Total grant applying for = £26,825.

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