

**NORTH LINCOLNSHIRE COUNCIL**

**HIGHWAYS AND PLANNING  
CABINET MEMBER**

**PUBLIC TRANSPORT:  
HUMBER AND WOLDS COMMUNITY TRANSPORT**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To approve a grant for Humber and Wolds Community Transport. (HWCT)
- 1.2 This will ensure that a community transport service continues to run in North Lincolnshire for people who have no transport of their own and cannot use buses or trains.
- 1.3 Funding is available in the approved budget for 2010/2011.

**2. BACKGROUND INFORMATION**

- 2.1 HWCT provides a transport service for elderly or disabled people who need to make essential journeys but can't use public transport and have no car of their own or anyone who can take them.
- 2.2 The service arranges for volunteers to provide journeys using their own cars. The user pays the driver's expenses for the trip, usually a sum between the bus fare and a taxi fare.
- 2.3 HWCT also has four community minibuses based in North Lincolnshire and access to others. These are available for use by local organisations.
- 2.4 The service is based in Barton and helps people living within the rural parts of North Lincolnshire. It provides journeys within North Lincolnshire and to outside destinations such as hospitals.
- 2.5 The service provides about 6,000 trips per year. 90% of these are health-related. It has a list of 1,000 users, some regular, some infrequent, and 35 volunteers.
- 2.6 The Council has grant-aided this service for over 10 years. The payment in 2009/10 was £11,616. The money goes not to the users or the volunteer drivers but contributes to the cost of the core of paid staff.

These people act as brokers between the clients who ring up to request transport and the volunteers who provide it.

- 2.7 Experience shows that it is not possible to run the service without paid staff. As well as providing the link between clients and drivers, they also ensure that the minibus operation is legal and safe and that drivers are appropriately trained.
- 2.8 If the grant is approved, we will prepare a simple agreement with HWCT to set out the service they will provide in return for the money.

### 3. **OPTIONS AND ANALYSIS**

- 3.1 The Council's public transport policies say that the Council will give financial support for the service to enable it to supplement conventional public transport. (LTP2, 2006).
- 3.2 It is possible for the Council to change its mind and to cease payments to HWCT.
- 3.3 If this happened, the HWCT would lose a significant part of its income. Its activities would be reduced and it might close.
- 3.4 This would deprive the people who rely on the service and its volunteers of essential transport. These are some of the least mobile people in North Lincolnshire.
- 3.5 Recent cuts in bus services between Barton and Brigg and Barton and Immingham are likely to increase demands on HWCT. For example, it may be that patients will no longer have a bus at a time that is suitable for attending the doctor's surgery. They may ring HWCT to see if they can help.
- 3.6 We recommend that the Council's support for the service should be continued.

### 5. **RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

- 5.1 **Finance.** The contribution is funded from Single Area Grant, formerly Rural Bus Grant. The budget for this is £465,551 in 2010/11. The amount of grant available in 2011/12 is unknown.
- 5.2 A contribution of £12,000 would maintain the previous level of support, with a small increase to cover inflation.
- 5.2 There are no staffing, property or IT implications for the Council.

6. **OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)**

6.1 **Statutory.** The Council has a legal obligation to provide public transport services which it considers are essential but which are not part of the commercial network. (Transport Act 1985, Section 63 (1)). Section 63 (8) requires us to take account of the needs of elderly or disabled people.

6.2 **Diversity.** HWCT exists specifically to help these groups of people. It provides a safety net for those who have no other means of making essential journeys.

7. **OUTCOMES OF CONSULTATION**

7.1 This report recommends that we should continue an existing commitment. There has been no consultation.

8. **RECOMMENDATIONS**

8.1 That a grant of £12,000 be paid to Humber & Wolds Community transport in 2010/11

8.2 The Council's support for the service be reviewed at the end of 2010/11.

SERVICE DIRECTOR HIGHWAYS AND PLANNING

Church Square House  
P O Box 42  
Scunthorpe  
DN156XQ  
Author: David Hewitt  
Date: 7 April 2010

**Background Papers used in the preparation of this report:**

Information provided by HWCT on file HWCT held by the Public Transport Team.