

GRANTS TO COMMUNITY PROVIDERS

To: Economy and Environment Committee

Meeting Date: 5 March 2020

From: Steve Cox - Executive Director, Place and Economy

Electoral division(s): All

Forward Plan ref: Not applicable **Key decision:** No

Purpose: To report the usage and cost per passenger of community transport operations receiving grant funding for Dial-a-Ride services.

Recommendation: Committee is asked to:

- a) note and comment on the report; and
- b) Agree to consider proposals for allocating funding for 2021/22 at Committee in November 2020

Officer contact:	Member contact:
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1. BACKGROUND

- 1.1 Cambridgeshire County Council has provided grant awards to community transport operators, to contribute to the cost of the provision of dial-a-ride services, for a number of years.
- 1.2 Grants to operators are awarded following a procurement exercise to test the market for the grants. As part of the grant agreement operators provide information on the usage of the services funded so that an assessment can be made of the value of the funding.
- 1.3 The Council's Audit & Accounts Committee asked for a report on the performance of the grant funded schemes to be reported to E&E Committee.

2. MAIN ISSUES

- 2.1 There are currently five grants awarded to operators covering the areas of Fenland (£40,265), Huntingdonshire (£12,095), Cambridge City (£27,280) villages in East Cambridgeshire around Newmarket (£18,071) and villages in East Cambridgeshire around Ely (£50,000). The annual grant amounts are shown in brackets.
- 2.2 The current community transport operators in receipt of the grants are Fenland Association for Community Transport (Fenland), Huntingdonshire Association for Community Transport (Huntingdonshire), Cambridge Dial-a-ride (Cambridge), The Voluntary Network (Newmarket area) and Ely and Soham Association for Community Transport (Ely area).
- 2.3 Figure 1 shows the number of passenger journeys per annum, the annual grant amounts and the resultant cost per passenger journey for each scheme, enabling a comparison between the schemes.

Community Transport Scheme	Annual grant (£)	Number of scheme members	Number of passenger journeys per annum	Cost per passenger journey
Fenland Association for Community Transport	40,265	1,236	32,418	£1.24
Huntingdonshire Association for Community Transport	12,095	519	12,740	£0.95
Cambridge Dial-a-ride	27,280	415	13,948	£1.96
The Voluntary Network	18,071	122	2,915	£6.20
Ely and Soham Community Transport	50,000	179	4,816	£10.38

Figure 1. Performance information by community transport scheme.

- 2.4 The cost per passenger varies between £0.95 and £10.38, with an average across all schemes of £2.21. As a comparison, the figures for traditional local bus services range from £0.49 to £42.27, with an average of £4.15.
- 2.5 Overall the five schemes are enabling 66,837 journeys to be made that may not otherwise be possible.
- 2.6 The current grant agreements run until the end of April 2021. This timescale gives the opportunity to review the current funding arrangement to consider whether there is an alternative method of allocating the funding available, and it is proposed to consider any alternatives at the November 2020 E&E Committee.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The following bullet points set out details of implications identified by officers:

- Dial a ride services are a vital way of allowing communities where there are limited alternative forms of transport, to access services they need and as such, is important for the overall health of the county.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications within this category.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?	Yes Name of Officer: Fiona McMillan Monitoring Officer
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Graham Hughes
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
None	