

Cheviot Locality – Community Transport: Solutions and Actions

Suggestions made:

- Electric solar information panels at key locations
- Border Integrated Transport App
- Expand volunteer driver schemes + social car share schemes
- E-bikes scheme (Energy Trust)
- SBC e-car scheme
- Extended Rail Connections/Accessibility
- Maximise the use of Borders College /SBC /NHS/Post Office/Third Sector minibuses
- Remove need for travel – extended outreach, use of skype for appointments, telecare
- Demand Responsive Transport i.e. community taxi, uber type scheme

Locality suggested transport solutions	Would this work in your community?	Who would take this forward – we need key champions/organisations	What support would be needed (financial, time, resources etc), and what would this look like?
<p>Exploit tourism routes – 51/52 SBC</p> <p>Replace routes with Demand Responsive Transport</p> <p>Extend Service 20 to Hospital or provide enhanced Community Transport (CT)</p> <p>Increase communication between bus drivers (missing connection)</p> <p>Greater promotion of travel-line</p> <p>E-Car</p>		<p>The bus companies would be key organisations in taking this forward.</p> <p>SBC Passenger Transport</p> <p>SBC Passenger Transport CT/Bridge</p> <p>SBC Passenger Services</p> <p>SBC</p> <p>SBC</p>	<p>Marketing Express service – quicker journeys</p> <p>Extensive marketing of DRT</p> <p>Cultural change – IJB issue needs commitment of NHS to geographical scheduling so routes can be cost effective and sustainable</p> <p>Is there somewhere to report missed connections, how do we know when/where this is a problem?</p> <p>Provision of Timetable books for those digitally excluded – greater awareness of where these are accessible from</p> <p>Greater flexibility for 1way travel</p>

<p>Providing Bus Service from Main Towns to Council Headquarters but ability for non staff to use.</p> <p>Service commuter from Jed – train Tweedbank extending train to Kelso</p> <p>Work with local communities to identify who uses buses and work with them to identify solutions that suit the community inc. reducing services e.g. change from daily to twice a week.</p> <p>Need to get timetables out /publicise bus services</p> <p>Electronic bus signs at all bus stops.</p> <p>Change/merge services</p> <p>Can smaller buses be used on some routes?</p> <p>Demand responsive transport taxis to serve smaller outlying communities</p> <p>Taxi card for youths (Subsidised travel)</p>	<p>Would require further analysis on demand</p>	<p>SBC Passenger Transport/HR</p> <p>Community/SBC</p> <p>Transport Providers / SBC in consultation with the community</p> <p>Community Councils were mentioned but noted that often they were busy thing in their own space rather than travelling. Town event committees might support this</p>	<p>Bus pass?</p> <p>Public transport knowledge</p> <p>SBC support would be helpful e.g. booking of Demand Responsive Transport – need to be publicised</p>
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<p>E-Cars in smaller villages</p> <p>Approach local bus operators</p> <p>Use of school buses to get people to main routes – can we get on school buses?</p>	<p>Perhaps try anticipate demand and book a bus e.g. for a popular event</p> <p>We could have scheme which takes people from outlying areas to bus stop in Ancrum to catch usual bus</p>		<p>Possibly a bookable car in each village – would need an app/easy booking (We don't know what the cars are located)</p>
<p>UBER type scheme</p>	<p>Taxi style approached, unlicensed but approved. Access via smart phone technology/apps.</p> <p>Drivers Screened – criminal checks</p> <p>Safety Features built-in, tracking customer reviews, driver profiles</p> <p>Vehicle safety inspections</p>		
<p>Bo'ness and Area Community Bus Association – reintroduction of bus links between Bo'ness and Edinburgh</p>	<ul style="list-style-type: none"> • Recruited 2 Full Time drivers and 1 Part time driver and 1 Volunteer driver • Recruited an Operations Consultant • Recruited an Administration Assistant • Delivered 10235 passenger journeys since February 2018 • Make 58 journeys a week to and from Edinburgh • Covered over 120,000 miles 		

Killin & District Volunteer Car Scheme	<p>Volunteer based scheme that aim to assist people in our district who have real problems in accessing transport or coping with the long journeys. The service is provided by volunteer drivers who use their cars to provide transport to people who struggle to access other forms of transport, due to a variety of reasons and where there is a need to access services that are essential and/or in the interest of their general wellbeing</p> <ul style="list-style-type: none"> • Journeys are subsidised – 45p per mile for drivers and 20p per mile for a passenger • The driver's expenses cover fuel, maintenance and depreciation of their vehicle so that they are not out-of-pocket.
Badenoch & Strathspey	<ul style="list-style-type: none"> • Community Transport model operating a set bus route, although providing door to door service • Operates 5 days per week, 9.30-4.30pm • Must be booked in advance •
NEED Ltd (Alnwick)	<ul style="list-style-type: none"> • Largely self-financing model • Range of services – car scheme / dial-a-ride / family vehicle / group transport • Contracts for Council and NHS • Entrepreneurial
Chariotts (Wrexham)	<ul style="list-style-type: none"> • Branded fleet of accessible vehicles • Paid co-ordinator but all volunteer drivers <p>In 2015 provided 12,645 trips, of which 6,642 were for wheelchair users</p>
Transport Access People (Cornwall)	<ul style="list-style-type: none"> • Volunteer car scheme for non-emergency healthcare appointments • Journeys to and from the Hospitals in Truro and Plymouth • Door to door transport for people who find difficulty accessing transport