

My name is Duncan Hounsell. I am Chair of Saltford Parish Council and I am speaking on behalf of Saltford Parish Council. The Council believes that a fundamental review of how B&NES Council calculates the subsidy per passenger journey for Community Transport in the B&NES area is needed. Dial-a-Ride is a door to door fully accessible minibus service for those who cannot use conventional public transport. People use this service for shopping, attending appointments, visiting friends. It helps people take an active part in community life who would otherwise struggle. Keynsham and District Dial-a-Ride provides an excellent service over 8 hours of each working day. It serves not only urban Keynsham but also a large rural area covering villages such as Pensford and Timsbury. Passengers pay every trip but B&NES Council contributes a subsidy to help the community transport schemes provide vehicles and cover their costs. The subsidy from B&NES is based on historic allocations updated for inflation. The average subsidy per passenger journey for Keynsham and District Dial-a-Ride (KDDAR) is only £2.93 compared with £6.32 for the Midsomer Norton and Radstock Dial-a-Ride. The subsidy in Bath is £3.64. These figures are for April-September 2014 and are updated for inflation. The imbalance in subsidy between the Dial-a-Ride schemes is marked and KDDAR is losing out. This issue has been long overlooked by B&NES administrations of all colours and a review is overdue.

It is recognised nationally the contribution that community transport makes to the health and well-being of individuals in the community. The 2012 Dept of Health Social Care Act highlighted the role that community transport can play in this regard. Your new administration in B&NES gives an opportunity to look at this issue of funding afresh. All we ask is for fair funding that will encourage collaboration, efficiency and enterprise among **all** the community transport schemes. Keynsham and District Dial-a-Ride is valued immensely. It needs fair funding now as do all the community transport schemes. How can this be achieved? We believe that the different community transport schemes should be viewed as arms of the same provision in the B&NES area. In this way, villages that are not currently efficiently served can be. This simple change of viewpoint will encourage co-operation and collaboration between the different schemes. All schemes should receive equal treatment, have common auditing standards, and be accountable in the