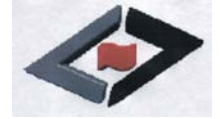




KEY ISSUES

Greater Easterhouse has been one of the most deprived areas in Europe but concerted action on economic, social and environmental improvements is helping the area to build a more successful future.

SYNERGIES BETWEEN COMMUNITY AND TRANSPORT DEVELOPMENT IN GREATER EASTERHOUSE



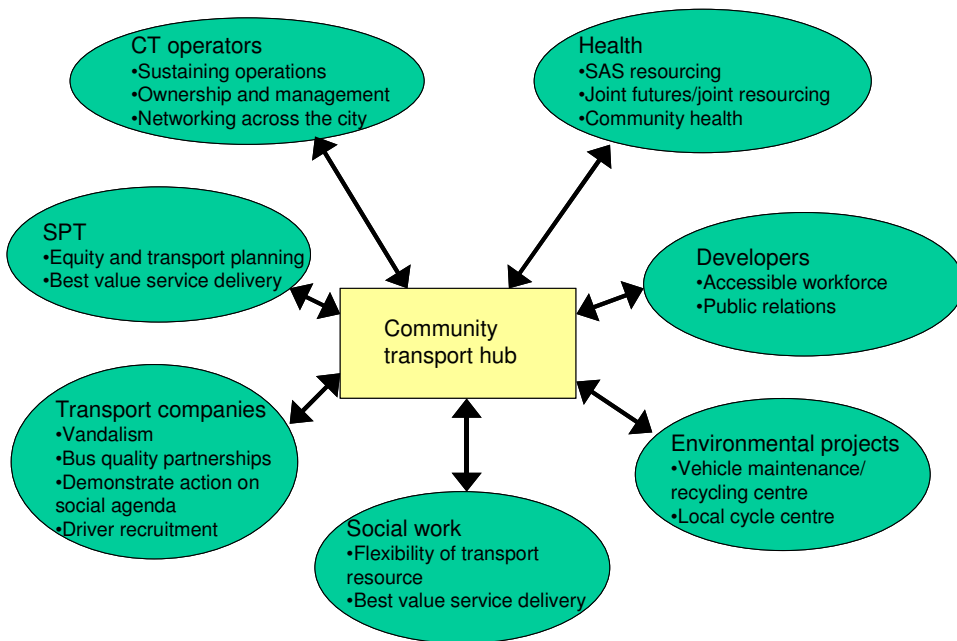
Developing community transport had been identified as important for tackling particular access problems so Greater Easterhouse Development Company commissioned DHC and Aberdeen University to identify how the community transport sector should be developed based on models of best practice.

The review identified that future development could consider:

- Successful community transport operators working with each other in a network of partners.
- Increasing numbers of services delivered by community transport providers under contract to local authorities/PTEs, and NHS trusts.
- Achieving greater efficiencies in procurement of minibuses, insurance and maintenance through joint purchasing and other approaches.
- Obtaining sustainable funding contributions assured through local authority/PTE, NHS, employment initiatives, regeneration funding and user contributions.
- Providing a package of services tailored to specific needs including dial-a-ride, neighbourhood shuttles, group travel schemes, community car schemes, and longer distance excursions using a mix of operators to provide choice and flexibility.
- Joint management of health, social services and educational travel where this delivers economies of scale and enhances opportunities for wider trip options.
- Encouragement for independent travel assisting users of community transport on to scheduled and semi-scheduled services where possible, including providing travel information and training.



- Where mainstream public transport services are patchy and infrequent (including by time of day or day of the week) accessible demand responsive services should be developed and linked into the mainstream network. Some services should be bookable in advance, and others should allow spontaneous travel.
- Delivering a growing number of mainstream not for profit bus service contracts won through tender and operated as passenger service vehicles where commercial services are being de-registered or where other providers are reluctant to bid.



GEDC is taking forward these recommendations working closely with the newly formed Glasgow CT Operators Group which it has helped to set up. A local CT hub has been developed to support local operators, helping to source funding and providing a professional centre for dealing with public agencies and other potential users of CT.

About DHC

Derek Halden Consultancy was established in 1996 to provide research and consultancy services on transport issues for both public and private sector clients.

We have now expanded and our current staff and associates includes leading expertise in transport planning, community development, psychology, transport and accessibility modelling, social inclusion, marketing, environmental assessment, and economic development.

Common to all projects is a commitment to draw from state of the art knowledge to ensure that solutions are soundly based and tailored to the needs of clients.

We have a strong track record of developing innovative approaches having trailblazed new approaches towards widespread practical application. These include safer routes to school, accessibility planning, and individualised marketing techniques.

We seek to deliver quality products on time and within budget and constantly seek ways to improve our performance.

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