



### Update from NDDC North Dorset TAG's

There are Transport Action Groups covering almost all of North Dorset. All the groups got together in February for a North Dorset wide meeting to hear about what each of the groups and areas are doing and also to look at some of the common issues and ideas across North Dorset. People found meeting up on this North Dorset wide basis useful and suggested that we meet every 6 months. It was clear that the DT11 Transport Action Group is currently the most active TAG in the area.

### Milton Abbas Neighbourcar

Milton Abbas Neighbourcar provides a volunteer car service for patients of the Milton Abbas surgery and is about to celebrate its 5th anniversary. Since starting in May 2010 a team of 30 drivers have travelled more than twice around the world covering 55,000 miles in completing just over 4000 journeys on behalf of 225 registered clients. The majority of trips are to local surgeries and hospitals but they were once asked to take a cat to a vet in Havant. The driver took it (and its distraught owner) and returned with the owner the following day to collect the cat following a successful procedure to remove a cancerous tumor on its eyelid. A total of 300 miles—what an eye opener that trip was!

### DT11 TAG

#### Transport Leaflet

The next DT11 TAG Transport Leaflet will be published in early June. Timetable changes will be explained at the TAG public meeting on Tuesday 21st April at 2pm in the Corn Exchange, Blandford

## OUR SUCCESSES

**The DT11 Forum Transport Action Group** has raised a number of bus related issues with Dorset County Council (DCC) Transport Services and Damory in recent months. Some responses provided so far have been negative and apologetic. However, we have focused on issues of substantial importance to young people to enable them to access education, training and employment. This is about the economy and young people in rural North Dorset and should be a high priority for DCC; it should not be confused with shopping or leisure activities. We are pleased to report some successes.

**16-25 Age group pilot key card** We have compelling evidence from Youth Support organisations that young people cannot afford to travel to work in Market Towns and the urban



conurbations of Poole and Bournemouth from rural North Dorset. Advice from bus experts suggests that the 90 day key card system introduced on the Isle of Wight has had considerable success. They key cards can be used on 90 separate days, rather than consecutive days currently in operation. We believe this has the potential to boost the numbers of young people in training, education and employment and are urging DCC to fund similar schemes in rural North Dorset as a Pilot. This is our top priority.

We believe it could be funded from the community transport pot or from Councillors' local grants.

**Blandford X8 connectivity with the 88 service to Wimborne. Until we intervened there wasn't a direct service from Blandford to Wimborne.** Commuters had to go via Poole and pay £8.50 to travel less than 10 miles. A simple programming change has enabled the X8 from Blandford to connect with the 88 from Sturminster Marshall into Wimborne.

### NEWS FROM DCC

#### TRANSPORT SERVICES

**Overcrowding on the X8** Dorset County Council are looking at the possibility of adding an extra journey on the 0950hr departure from Blandford Market Place. The double decker bus often departs on this journey with 80 passengers leaving no room for passengers from Spetisbury and Charlton Marshall.

## RDW2W—RURAL WHEELS TO WORK— SUCCESSFUL FIRST YEAR



The Rural Wheels to Work (RDW2W) scheme has made good progress over the past year and now has 10 clients on the road able to get to a place of employment as a direct result of the scheme. Because this is a 'Loan to Own' Scheme the clients can see the benefit of owning their own vehicle once the repayments have been made. RDW2W started with grants totalling £20k and about £2.5k of that has gone on setting up the company, using lawyers, accountants, printing, website, administration etc. It costs about £2k to get a client on the road with a bike, all the kit, insurance, recovery cover etc. The partner loan organisation FDCU often say 'We would not recommend a loan to this person' but this is mostly because young people have no credit rating or the parents have bad credit rating. RDW2W want to take the risk on these people to help get them out of the Catch 22 they are in, so we take the risk and agree the loan. The Founder and Operations Manager Allan Peters said 'we tell potential clients that there are 10 clients like them, waiting for their repayments to be made so that the funding can be recycled to the next person in line. We think this helps them realise that if they fail to repay they will not be letting us down but others who are in the same position they used to be in. We have ten bikes out to ten clients in nine months of operation and we only have our contingency fund left in our account so all our money has been put to good use. We are being repaid the loans at a current rate of £25 per client per week. At the current rate, the scheme is self sustaining—we are able to service a new client every 2 months. Our clients also learn that £25 per week out of their benefits is quite a big commitment so the only way to make up for it is to use the bike to find a job to get more money'.

Visit [www.rdw2w.co.uk/case-studies.php](http://www.rdw2w.co.uk/case-studies.php) to see the first five case studies.