



**GLENFARG** 

**COMMUNITY TRANSPORT**



**Muckhart Public Meeting – 28<sup>th</sup> April 2024**  
**Community Transport**

Drew Smart, Chair  
Glenfarg Community Transport Group

# 23 & 55 – a shared history...





## Background 23 X53 202

Good old days – hourly plus service (Glasgow - Stirling – St Andrews, reduced over years to Stirling – St Andrews)

2015-2019: 23 service operated by Stagecoach, two hourly then three hourly

Sep 2020: 23 Stagecoach service withdrawn, replaced with X53 operated by First Bus. Stirling to Kinross P&R

Dec 2021: X53 withdrawn replaced by 202 operated by Bay Travel, subsidised by PKC

Apr 2023: 202 PKC contract awarded to Stagecoach to 2028

Service bedevilled with problems, reducing numbers, likely Stagecoach will withdraw in September 2024



## **GCTG – Glenfarg Community Transport Group:**

- Started two years ago – similar event in Glenfarg
- Charitable status, Members of the CTA
- Mentored by Community Transport Glasgow
- Public Social Partnership (PSP)
- Section 19 & 22 Permit holders
- Youth group survey
- Residents' questionnaire (door to door)
- Village Fete consultation
- Visits to other Community Transport Groups
- Consultation with Perth & Kinross Council
- Community Bus up and running ~ Jan 2023
- The 55 Bus, Arngask School Bus from Apr 23



# What our feedback told us... (Slide from 2023)

## Feedback told us:

Infrequent Service (2-hourly, 4-hourly)

Gaps in the morning and afternoon

Inconvenient route (eg 56 from Greenbank)

Haphazard connections

Time in towns either too short or too long

Onward journey in Perth difficult: Limited  
choice of destinations

Kids limited to one set school bus time

Rigid route

Bus perceived to be expensive

## The new 55 BUS:

Hourly Service – Glenfarg to Kinross

First bus 0710 to connect with E1 to  
Edinburgh at Kinross P&R (arr 0849)

Flexible route with “wiggles”

20-minute, 1-hour-20min etc stopovers

“Affordable” fares: £2 single; £10 10-journey

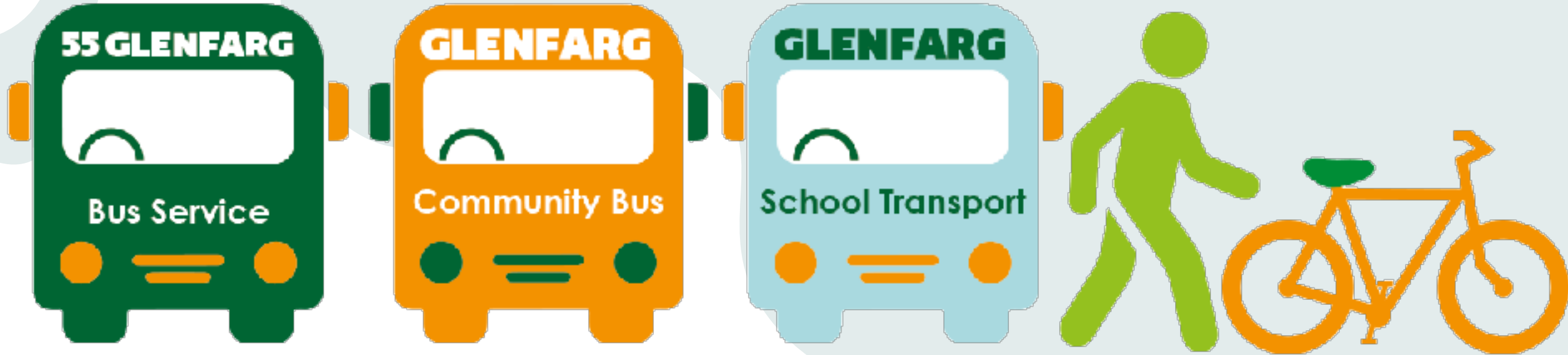
## Plans for Future

Extension to Perth ?202 (West Kinross-shire)

Wider range of destinations in Perth:  
Station, PRI, Retail Park, P&R

Evenings

# The Glenfarg Model:

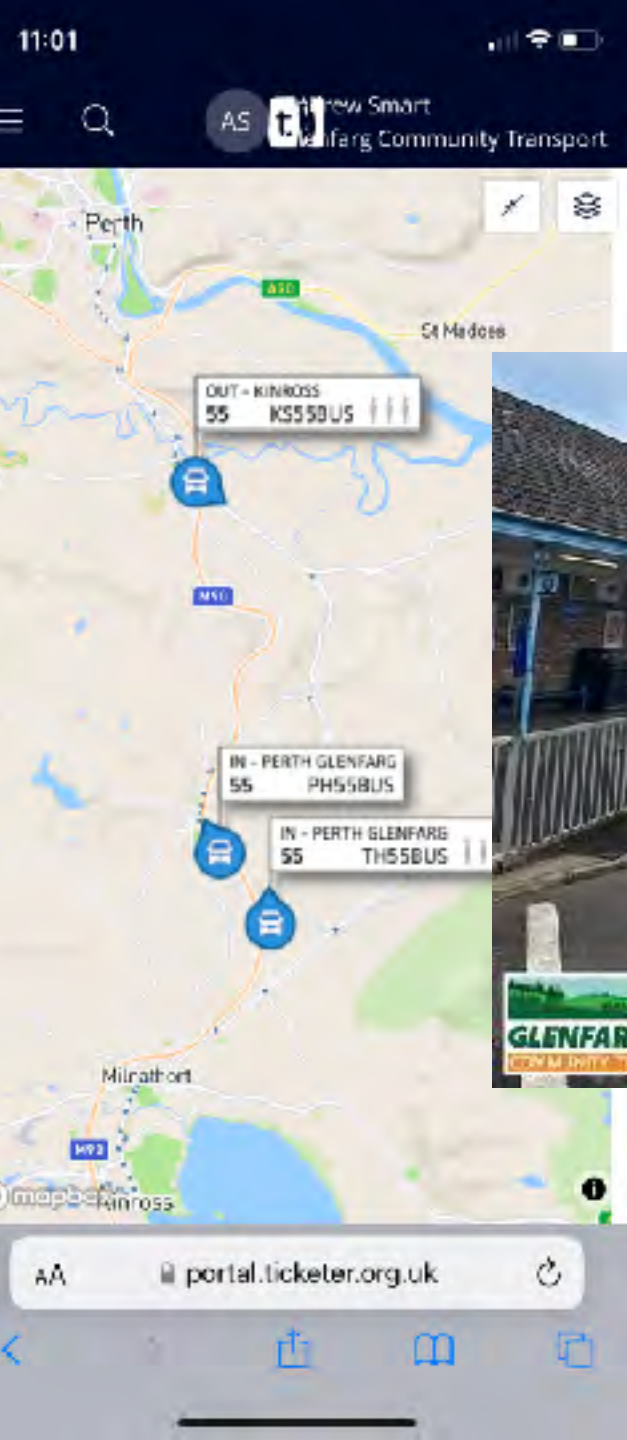


- Registered Charity – not for profit organisation
- Community Led
- Service bus – salaried / professional drivers
- Community Bus – volunteer drivers
- (The Comm Bus volunteers are also the 55 “bank”)
- Active Travel – walking and wheeling
- Public Social Partnership with PKC
- Connections at P&R and in Perth
- Could be replicated in any community...

# The Community Bus



- 16 seat minibus and 9 seat people carrier
- Available to Community Groups
- House of Bruar, V&A, IKEA, Livingston shops, Christmas dinners, Sport Club fixtures and Outings, etc etc
- Ashley House coffee outings
- Primary School outings to HS, Vane Farm, Science Centre, Sports
- Theatre/Concert Hall trips
- Operates under Section 19
- Scale of fees – donations
- GF55BUS; FG55 BUS



# The 55 Bus



- Perth to Kinross via Glenfarg
- Operates under Section 22 licence
- Registered with the Traffic Commissioner
- 16 seat low floor minibuses x 2
- 1 wheelchair space
- Also have a “back-up” minibus
- Kinross-Glenfarg hourly from 0710
- Runs on to Perth 0845 – 1645
- Last bus from Kinross 1800
- “Dynamic/Flexible/Wiggly”
- Duncreevie, Drunzie, Caughters etc
- Bookable via Contact Centre
- TH55 BUS; KS55 BUS; PH55 BUS



# So, how are we doing?

Baseline – 120 passenger journeys in first week

New 55 Planned to double this to 250 per week

By Dec 2023 423 passenger journeys

Week ago, new record 935 passenger journeys!

BUT, Numbers don't tell the full story – behind every number there is a story

“This bus service has transformed my life”

“We just come for the Banter” “Happy Bus”

“I wouldn't be able to get to work”

“We have avoided buying a second car/sold a second car”

“I was isolated in my own home”

“We were planning to move into town”

Reliable – very few journeys missed

Inexpensive - £10 for 10 journeys = £1



# What hasn't gone well?

Not much, we have exceeded our expectations...

Some things have moved very slowly...

Wanted to move to a spanking new electric fleet, but costs are prohibitive

In current economic climate, long term funding is a worry

Still poor connectivity, cross ticketing, joined up thinking...



# Funding:

- Fares – Cash and Credit/Debit Cards
- Concession Cards:
  - <22 = between 45% and 85% single fare
  - >60 = 55% single fare
- Network Support Grant = £0.19 per km
- PKC Subsidy
- ??? Clacks Subsidy
- Charities:
- Smarter Choices Smarter Places
- Lottery
- Roberston Foundation
- Lochelbank & Binn Windfarms
- PKC Grants
- Uncle Tom Cobley and All Grants



## Community Transport requirements for 202 replacement...

- Same CT Model
- Community Bus
- Volunteers / Bank
- Trustee/seat on board
- Public Consultation
  - Meeting
  - Survey
- Input into new service - Options
- Revamp 202, DDRT or Extend 55



# Option 1 Kinross - Tillicoultry

- Updated 202 ?rebranded as 23
- Timing - Difficult to fit everything in 1hr
- ?Campus/HC to Tillicoultry > 1 hour
- ?75/90/120-minute running time
- ?Powmill/Blairingone **or** Muckhart
- ?or Powmill/Blairingone/Muckhart circuit
- ? Tillicoultry Essential ??Dollar terminus
- ?Connections – H2 or 52 others
- ?Driver's Lunch Break (?volunteer)
- ?Need element of Demand Responsive...
- Any Suggestions



# Option 2 Twenty First Century DDRT\*

No Fixed Timetable

Book via App or phone ~ 30-60min notice

Shared resource – not a taxi service

Picks up from bus stops / fixed points

Can cover wider area

No demand does not run

May need to wait if high demand

Vehicles available for community use in evenings

\*DDRT – Digital Demand Responsive Transport

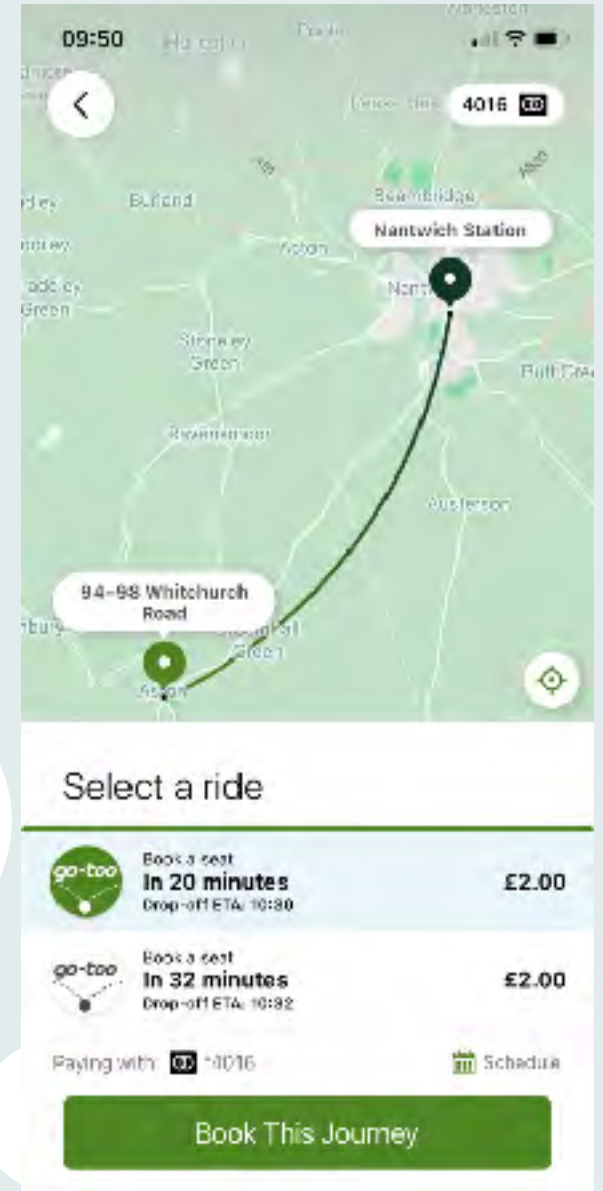
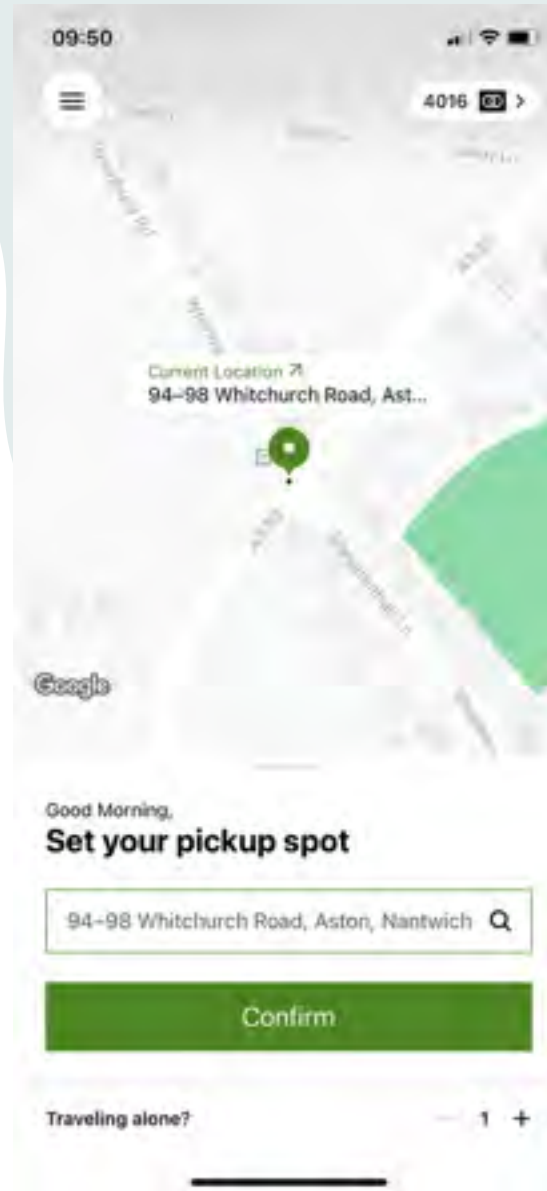
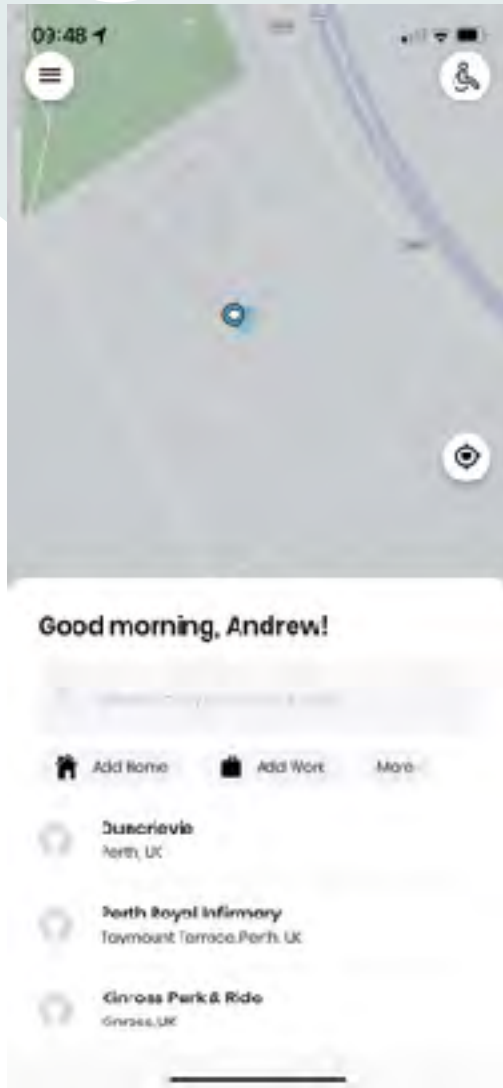


# Option 3 Extended 55 with Hybrid DDRT

- Timings still a challenge
- Powmill/Blairingone **or** Muckhart
- Or Powmill/Blairingone/Muckhart circuit
- Campus/HC included
- Longer route, need to include rest periods
- Connections H2, 52, P&R, Perth
- ?Lunch Breaks
- Already using Demand Responsive
- Rumbling Bridge to Tillicoultry DDRT
- Any Suggestions



# DDRT – Digital Demand Responsive Transport







# What does GCTG need for the future?

Continued support from the residents of the communities we serve  
Continued support of partners (PKC, CTG) extension of PSP model  
Extension of routes to allow fully joined up local services  
Continued support of our volunteers

## **FUNDING:**

**Move away from Sword of Damocles  
funding**

Recognition of the role of CT in local  
transport – mandate it!!

Virtuous Cycle not Vicious Cycle



# Volunteer/Bank Driver requirements...

- Enjoy Driving and Sociable
- Join the team
- Some free time:
  - retired / semi-retired,
  - part-time
- Regular or Adhoc
- Cat D on licence
- Disclosure
- MiDAS Training supplied
- All other training given



Most of all we need everyone to:

Change the habits of a lifetime, get Back to the Future and...

**Please, Use the Bus...**

Any simple journey to Kinross, Milnathort, Perth, Cauldres, Campus, Heaven Scent, Bein Inn, PRI, Leisure Centres etc etc etc



*Save the Planet, leave the car, **USE THE BUS!!!!***

If you don't believe us here's what they are saying in the press...



Rural affairs

## How a community bus service made a Perthshire village smile again

People in Glenfarg felt 'down in the dumps' as facilities were lost. A successful transport initiative is now inspiring others.



**Libby Brooks** Scotland correspondent

SAT 27 AUG 2023 15:46:19



‘We’ve never looked back’, Douglas Fraser of the Glenfarg Community Transport Group. Photograph: Murdo MacLeod/The Guardian

“Every person that gets on the bus has their own story,” says Douglas Fraser, the group’s chairman. The bus is a 15-seater on the brae behind Glenfarg village hall.

# What Community Transport looks like:





New bus, driver Jeff...



First passenger on new bus, happy passengers





Bruar trip, driver David...

# Thank you...

Glenfarg Community Council

Volunteer Drivers, Prof Drivers

Margaret Roy, Brian Martin et al PKC

Councillors Dave Cuthbert, Willie Robertson,  
Richard Watters, Neil Freshwater

Giselle Hall, PKAVS

Lara, David at CTA

**SCSP team**

The Rutherfords at Earnside Coaches

Mark Ruskell, MSP

Keith Bradbury, Ember

Graham Dunn, Community Transport Glasgow

Allan Mcregor, John Ferguson, Binn Ecopark

Bertie Bu5, Crieff

Binn Community Wind Farm

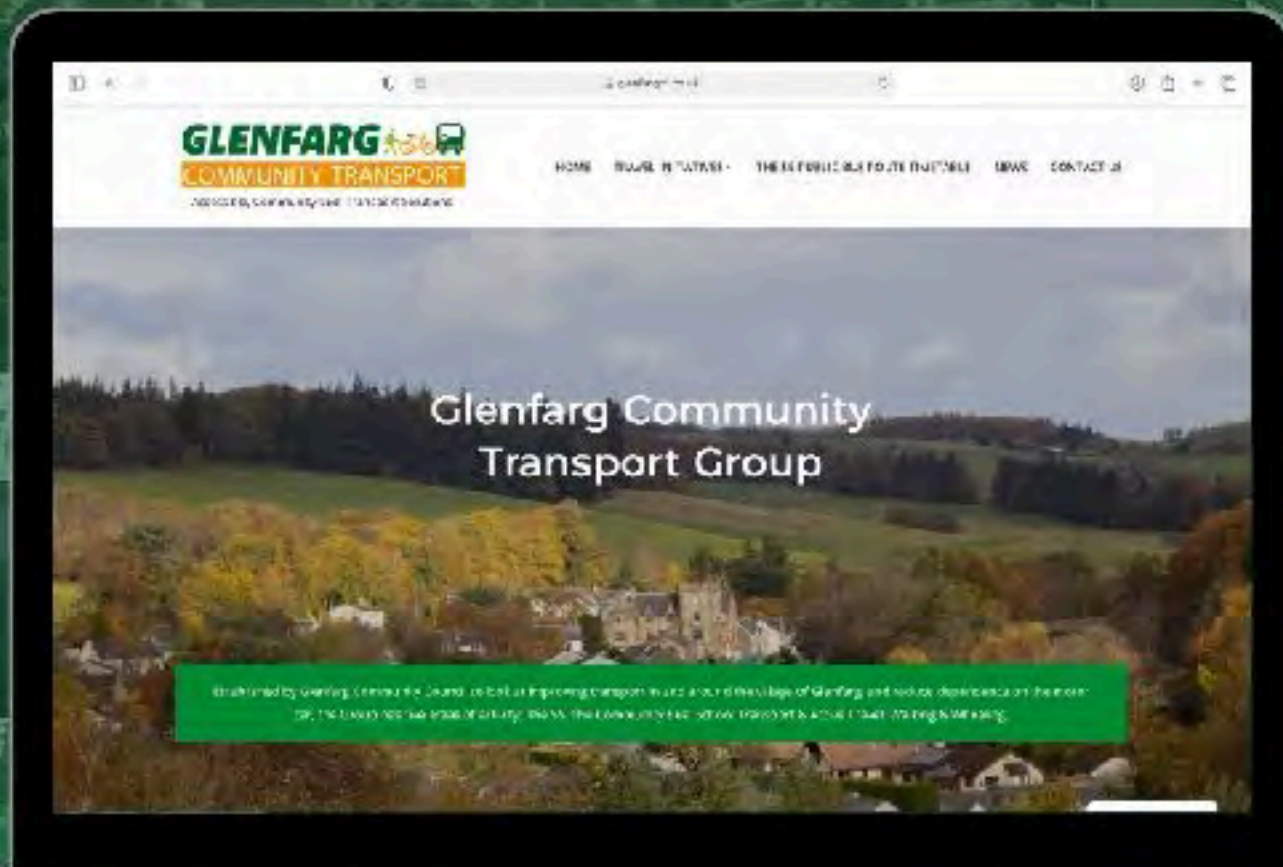
Lochelbank Community Wind Farm

Liftango

**And last but not least:**

**The Travelling Public!**





 [www.glenfargct.co.uk](http://www.glenfargct.co.uk)