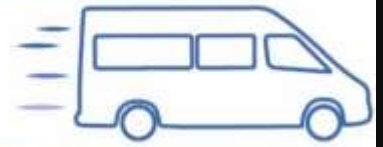


MobilityMatters



Mobility Matters is a campaign group that has been formed to lobby DfT and Government to oppose the proposed changes to s19 and s22 Permit legislation (GB) and s10B (NI). This news update bulletin has been produced by **TAS Partnership Limited** in support of the **Mobility Matters** campaign group.

Campaign Newsletter No.4 (27 October 2017)

As this newsletter is circulated, the **Transport Select Committee (TSC)** hearing on Community Transport is still open for evidence to be submitted – see the link below on how to submit evidence

<http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/inquiries/parliament-2017/community-transport-17-19/>

It has been confirmed that the closing date for evidence to be submitted is 3rd Nov – however, if you miss this, check the portal as it might still be accepting uploads.

We urge all CT operators to respond individually to the TSC, including those who have already responded with data to Mobility Matters.

The **TSC** has also opened an online forum as an alternative way of gathering views – this is intended mostly for service users and smaller community organisations and will remain open through the inquiry:

<http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/community-transport-online-forum/>



Save Our Community Transport - the CT sector in Northern Ireland is faced with a more imminent threat to the Section 10B permit system and the campaign there has taken on a more urgent

momentum as the NI consultation is ongoing. A Day of Action was held on 24 Oct and a campaign website has been launched:

<https://www.saveourcommunitytransport.com>



“Why are our civil servants in the DfI intent on treating N. Ireland differently from the rest of the UK?” asks the NI CT sector. “In Scotland, England and Wales there are no draconian & unrealistic deadlines for compliance, rather there is emerging a meaningful consultation process and significant support measures for the sector.”

We note with regret that **Clowne & District CT** in Derbyshire has now closed, after ceasing operations in September. This was a long-established and substantial CT which at its peak a few years ago employed around thirty staff and had a turnover of £600k. It had recently set up a trading subsidiary. See

<https://www.peakfm.co.uk/news/local/community-transport-to-stop-running-in-clowne-from-september/> **Derbyshire County Council** has been uncertain of how to manage its CT services due to legal threat and has taken the drastic course of cancelling contracts. **Clowne CT**'s manager **Jill Meeds**' farewell letter explains the circumstances here:

[https://linkscvs.org.uk/sites/default/files/Letter%](https://linkscvs.org.uk/sites/default/files/Letter%20to%20the%20Council%20on%20the%20closure%20of%20Clowne%20Community%20Transport.pdf)

[20to%20partners.pdf](#) Clowne CT's vehicles are currently up for auction.

After setting the cat truly amongst the pigeons with his letter of 31st July, we now hear that **Stephen Fidler** is leaving his current post as **Head of Buses and Taxis Division** at **DfT** with effect from the end of October. His successor is **Paul Rhodes** who as far as we know has not been involved in any CT related issues. We cannot make any assumptions that the letter of 31st July and Stephen Fidler's departure are in any way linked, but it is not helpful that we need to start discussions afresh with someone new.

Stephen Fidler has, however, been gracious enough to reply to **Mobility Matters'** letter to DfT. The reply starts in conciliatory manner, stating that DfT: *"believes strongly that community transport operators provide vital services that both encourage growth and reduce isolation by linking people and communities to existing transport networks, jobs, education, shops and services. This is a hugely important transport sector and, within the existing legal framework, we are committed to allowing as many community transport providers as possible to continue operating as well as retaining service provision for community transport passengers."* However, the remainder of the letter does not concede much else. Full text is on the **Mobility Matters** website: <https://ctpermits.org/dft-response-to-mobility-matters> . We have now responded to this with a letter to **Paul Rhodes** – and we will be relentless in our pursuit of this matter!



WE NEED YOUR HELP

Please donate to help us to continue this campaign. As you are aware, we originally asked that organisations joining this campaign provide financial support. Your donations are needed to continue the fight – the future of the CT sector may depend on it. By pooling our resources, we can collectively ensure our sector gets the representation it needs and the vital services in our communities can continue. Your financial support will help us achieve this. Together we are stronger! **A big Thank You to all who have already made donations.**

We understand that individual circumstances vary hugely, the following will give guidance:

No. of vehicles	Amount £
1-5	200-500
6-9	1000
10-19	1500
20-49	2000
50+	5000

HOW CAN I MAKE PAYMENTS?

Account name: Mobility Matters

Bank details: National Westminster

Sort code: 60-01-02

Account number: 41185110

If paying by BACS, please give your organisation's name.

If paying by CHEQUE, please send to:

Mobility Matters

c/o ECT Charity

Greenford Depot

Greenford, Middlesex

UB6 9AP

Please email mobility.matters@ectcharity.co.uk with the following details:

- The registered business name and address
- The amount you wish to contribute
- Whether you are VAT registered

Contact **Mobility Matters**:

Website: <https://ctpermits.org/>

Email: info@ctpermits.org

Phone: **Sarah Huntley** on 01772 204988

Edited by **John Atkins**.