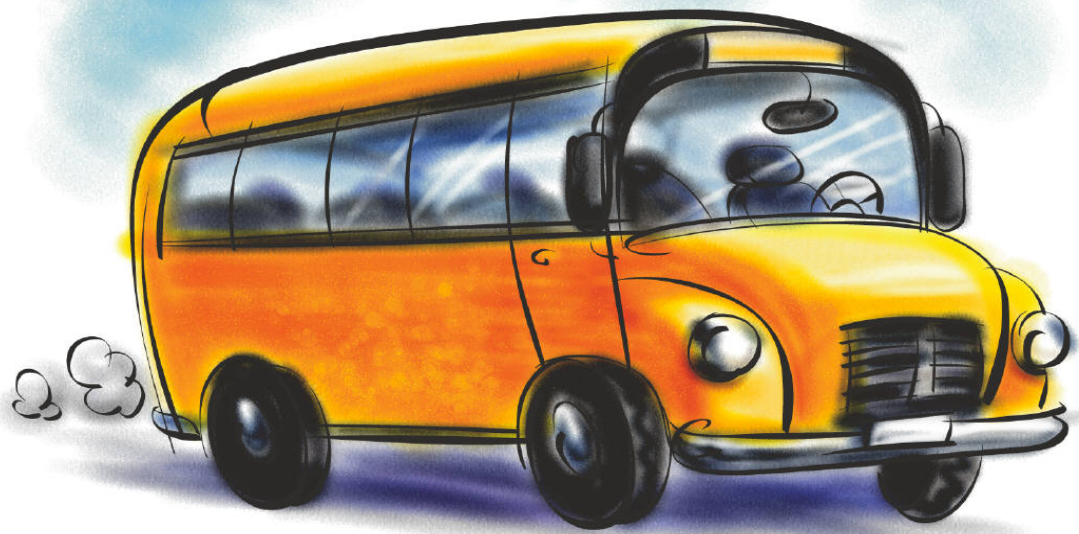


South West Cavan Rural Transport Initiative



Progress Report 2004

February 2005



RURAL TRANSPORT INITIATIVE



PROGRESS REPORT 2004

NAME OF GROUP: South West Cavan Rural Transport Initiative (S.W.C.R.T.I.)
CONTACT DETAILS: Réaltóg Centre, Kilnaleck, Co. Cavan
CONTACT NAME: Geraldine Clarke (Chairperson)

1. EXECUTIVE SUMMARY

The South West Cavan Rural Transport Initiative (S.W.C.R.T.I.) opened its office in The Realtóg Centre Kilnaleck on the 18th March 2003. The original project aimed to provide transport services for local people who have difficulty in accessing essential facilities and services due to the absence of public/private modes of transport.

The project is managed by a committee of 14 which comprises representatives from Kilnaleck and District Community Co-operative, Kilnaleck Social Services, Cavan Partnership, the North Eastern Health Board, Irish Wheelchair Association and Bus Éireann. The Committee also contains passenger representatives and community representatives.

The project has been successful in providing all ability access, to date 43% of services are wheelchair accessible, and all drivers to date have undertaken Midas training. The project also aims to enhance rural transport services to secure long term improvement in rural people's access to services and social activities, in the first nine months of operation, up until the end of December 2003, the S.W.C.R.T.I. carried 2092 passengers, on a total of 416 services. In 2004 the project carried 6603 passengers, on 628 services.

The above figures depict the ongoing progress of the project, the average passenger number per service was 5 in 2003, while in 2004 the average passenger number per service increased by 110%, to 10.5 passengers per service. The S.W.C.R.T.I. has also extended its routes to include isolated parts of North Cavan, these new routes have proved very successful, and have promoted the projects aim which is to promote social inclusion and tackle the problems of social isolation.

2. INTRODUCTION

South West Cavan Rural Transport Initiative opened its office in The Realtóg Centre Kilnaleck on the 18th March 2003 with its first service beginning on Tuesday 8th April 2003 with 3 services per week; at the end of December 2003 we had a total of 416 services with over 2092 passengers journeys recorded. A door to door service is provided on all our routes to allow as much accessibility as possible.

In 2004 we had a total of 628 services of which 45% were wheelchair accessible. Over 6600 passengers of which 77% were free travel pass holders were carried. S.W.C.R.T.I. original geographical area was focused around the village of Kilnaleck and included the parishes of Ballymachugh, Ballintemple, Crosserlough, parts of Denn and parts of Kilbride. This area was extended in late 2003 to include Ballyhaise, Bunnoe, Carrickallen, Clifferna, Laragh, Redhills, Scothouse and Stradone when Free Travel Pass money became available from the Department of Social and Family Affairs.

The aims of the project are:

1. To develop a rural transport system that would meet the needs of the community, particularly those who are isolated, marginalized and who feel socially excluded.
2. To sustain local communities to ensure that local shops, post offices, banks etc. are viable in rural communities, and to ensure the continuity and lifestyle of the local community.
3. To co-ordinate activities which will sustain, support and provide resources for the long term betterment of the local community.
4. To leverage funding from statutory and semi-statutory bodies while providing services that are beneficial to those involved.
5. To promote the participation of local people and relevant statutory and semi- statutory representatives in the management and running of the project.
6. To tackle isolation and social exclusion, to empower people by building self-confidence and self-worth and to support and compliment other local community activities.
7. To encourage transport operators to provide all ability access.
8. To extend the current geographical area to cover all of County Cavan, where a need for transport exists.

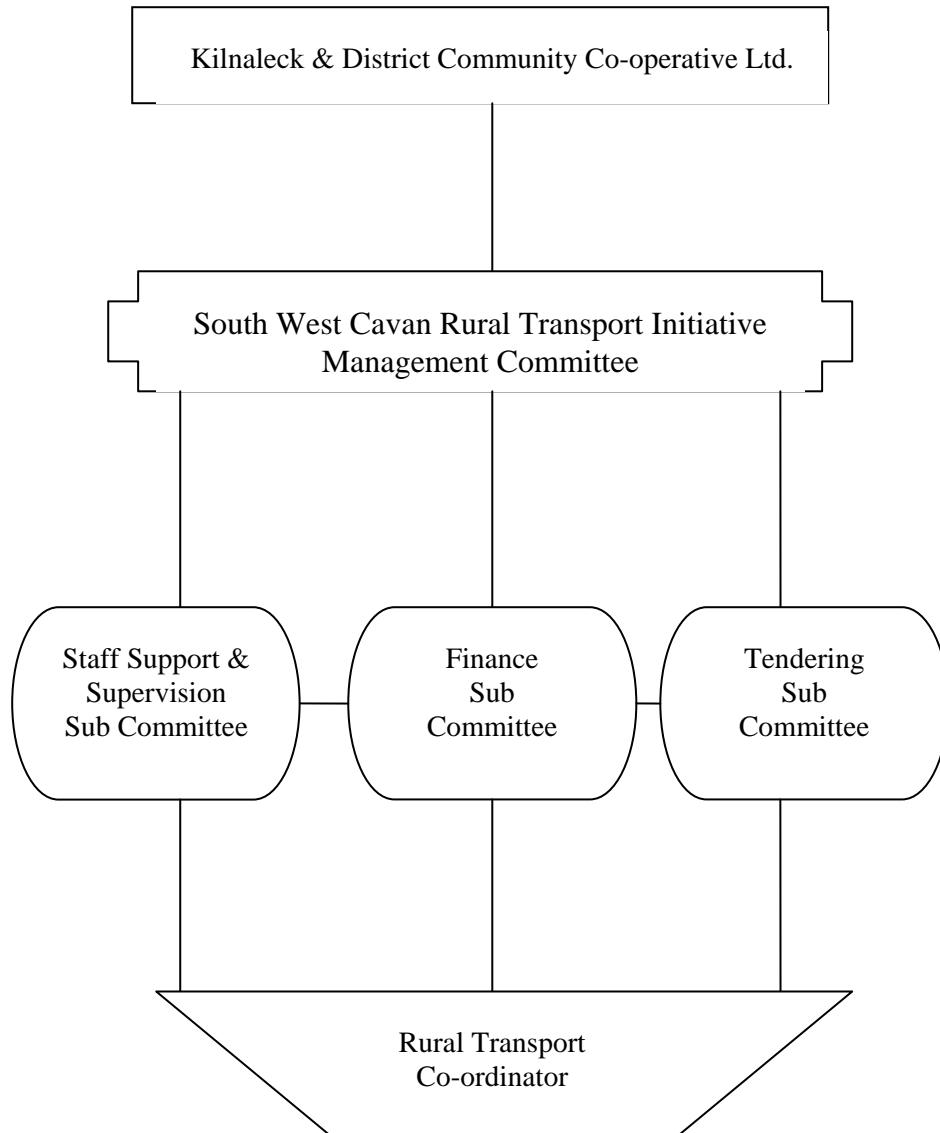
3. PROJECT DEVELOPMENT

The S.W.C.R.T.I. board believes that the next logical move forward for the project is to make community transport services available to everyone in County Cavan, where there is no current provision of transport. The S.W.C.R.T.I. would envisage that the geographical area would extend west to meet with Rural Lift, North to meet Baltibus, East to meet Flexibus and South to meet North Longford Rural Transport Initiative. Funds received from Cavan Partnership (€2,000) and Cavan County Development Board (€1,200) will enable us to pilot new routes to part-achieve this goal.

Cavan Partnership and the North Eastern Health Board have allocated funds to carry out a study on the qualitative impact of the rural transport on its passengers. This study has two main aims, firstly to perform an in-dept investigation into rural transport use by people in the local area, to highlighting its strengths, weaknesses, opportunities and threats. Secondly to establish the impact of the quality of life (with emphasis on social and health issues) and mobility of passengers using the services. We intend to use this study to highlight the transport needs of the isolated, marginalised and those who feel socially excluded in rural areas. It will be used to emphasise the importance of the Rural Transport Initiative in tackling isolation, marginalisation and social exclusion, in sustaining local communities. This study will be launched and presented to local people, politicians and all statutory and semi-statutory bodies in a further effort to promote the benefits of the Rural Transport Initiative.

4. PROJECT MANAGEMENT AND ORGANISATION CHARTS

The following is the current organisational chart of S.W.C.R.T.I.



Above is illustrated an organisation chart for the S.W.C.R.T.I. The organisation is under the umbrella of Kilnaleck and District Community Co-operative Ltd., and a report on the initiative progress is made available to the co-operative on a monthly basis. The S.W.C.R.T.I. is made up of a Management Committee of 15 people. There are 3 Sub Committees which are made up of 3 members and these Sub Committees report back to the overall Management Committee.

The table below contains a list of members of the board, the groups they represent and whether or not they work on any of the above 3 Sub Committees.

Name & Group Represented	Management Committee	Staff Support & Supervision Sub-Committee	Finance Sub-Committee	Tendering Sub-Committee
Ms Bridget Boyle <i>Irish Wheelchair Association</i>	✓			
Ms Geraldine Clarke <i>Kilnaleck Social Services</i>	✓	✓		✓
Ms Maureen McEnerney <i>Community Representative</i>	✓			
Mr Kevin Flannery <i>Bus Éireann</i>	✓			
Mr Michael McCormick <i>Bus Éireann</i>	✓			✓
Ms Doris Galligan <i>Kilnaleck & District Community Co-op.</i>	✓			
Mr Donald Gibney <i>Kilnaleck & District Community Co-op</i>	✓			
Ms Francis O'Callaghan <i>North Eastern Health Board</i>	✓			
Mr Brian Daly <i>North Eastern Health Board</i>	✓			
Mr Patrick Gaffney <i>Community Representative</i>	✓		✓	
Ms Nancy Reilly <i>Passenger Representative</i>	✓			
Ms Mary Callan <i>Kilnaleck Social Services</i>	✓			✓
Mr John Keady <i>Kilnaleck Social Services</i>	✓		✓	
Ms Maureen Keady <i>Kilnaleck Social Services</i>	✓	✓		
Ms Pamela Carney <i>Cavan Partnership</i>	✓	✓		
Ms Noelene Conaty <i>Kilnaleck & District Community Co-operative</i>			✓	

Functions of Sub Committees

The functions of each Sub Committee are listed below

Staff Support & Supervision Sub Committee

The role of the staff support and supervision sub committee is to consider aspects of the professional developmental needs of the supervisee. This includes the need for re-assurance and feedback, the need to be involved in particular decisions, the need to explore time management issues, on going appraisal and specific work tasks. It includes challenges both professionally and personally in issues that impact on the work. The training needs of the supervisee are also addressed by the sub committee.

Finance Sub Committee

The role of the finance sub committee is to supervise the financial workings of the group. To monitor and review expenditure. To review all financial reports i.e. cheque journals, cash receipt journals, A.D.M. quarterly returns etc.

Tendering Sub Committee

The role of this sub committee is to evaluate all tenders received, and provide recommendations for the Management Committee.

Staffing

The S.W.C.R.T.I. currently employs one worker. A part-time co-ordinator works 20 hours per week. Constrained resources such as this, affect the overall project negatively and it is envisaged that the co-ordinators hours shall be extended to 35 hours (full-time). The excessive administration surrounding the running of this project is only kept in check with assistance from the local Community Development Project (C.D.P.). The local C.D.P. allocates a FAS worker to the S.W.C.R.T.I. for 5 hours a week. The C.D.P. also provides assistance with sourcing and preparing funding applications, research etc.

5. COMMUNITY INVOLVEMENT

Community involvement was lower than expected during 2004 due to the lack of funding. We were not able to provide new services, indeed we withdrew some services. These withdrawals were made after discussions with local community groups in the affected areas. At all times during the year we kept all interested parties informed of our ongoing progress and are currently arranging an information evening to show our progress to date and to get feedback from community groups in our proposed extension to our geographical coverage area.

A joint initiative between Flexibus (Meath Accessible Transport), Baltibus (Bawn & Latton Rural Transport Initiative), Rural Lift and S.W.C.R.T.I. in presenting a presentation to the North Eastern Health Board entitled A Healthy Option. In this presentation we highlighted the costs of did not attends (DNA) to the Health Board in three different medical disciplines and how the Rural Transport Initiative may be able to make a saving for the Health Board by funding the Rural Transport Initiative.

6. SERVICE DELIVERY

Services were designed and planned in accordance with the needs expressed in the original major survey. However since 2003 some routes have been taken off due to low demand in those areas. Route 1, Route 2, Route 4, Route 8 and Route 10.

Summary of Services Still in Operation

Route Number	Route Name	Commenced
Route 3	Kilnaleck Service (Friday)	April 2003
Route 5	Cavan Service (Thursday)	April 2003
Route 6A	Bruskey - Kilnaleck Service	September 2003
Route 6B	Derrins Bridge - Kilnaleck Service	September 2003
Route 7A	Crosskeys - Ballyjamesduff Service	September 2003
Route 7B	Crosskeys - Bullarua Service	September 2003
Route 9	Bunnoe via Redhills - Cavan Service (Friday)	November 2003
Route 11	Grousehall via Laragh – Cavan (Friday)	November 2003

The Management Committee believe that training is very important. Provision of training to the drivers of S.W.C.R.T.I. has resulted in improved service delivery for its passengers and it also gives drivers clear guidelines on what is expected when they drive for S.W.C.R.T.I. MiDAS training was undertaken in July 2003 and again in October 2004 and at present all regular drivers on S.W.C.R.T.I. routes have been given MiDAS training.

7. MARKETING & PUBLICITY

Throughout the year surveys have been carried out on route to enable passengers to give their views on how satisfied or dissatisfied they are with the service the S.W.C.R.T.I. provides. This offers the passengers the opportunity to give any suggestions they may have to improve the service. The results of these surveys showed a high satisfactory rate with the services that are provided and that the passengers from the coverage area hope that these services continue as they have given them new independence and improved their quality of life. Timetables are distributed via churches, post offices and local shops, to increase public interest.

The local news sections of the Anglo Celt news paper were used to inform the public of surveys and changes of route areas etc. There was no media campaign to increase the awareness of the project as almost all routes were running to capacity. Route 9 from Scotshouse via Bunnoe, Redhills, Ballyhaise to Cavan was the only route that had some spare capacity. A door to door leaflet campaign was carried out to highlight this route.

8. CO-OPERATION, COLLABORATION & LINKAGES

Since the S.W.C.R.T.I. inception there have been strong linkages with other organisations that have an interest in transport provision in areas covered by the project, there has also been ongoing efforts to create new linkages with other organisations through members of the board and the co-ordinator becoming actively involved on other committees.

The table below shows the linkages that the S.W.C.R.T.I. currently holds through representation on its board:

<i>Agency and Representation on the Board</i>	Areas of Co-operation, Collaboration and Linkages
North Eastern Health Board <i>2 Committee Members</i>	Meeting with the Health Board in the Cavan/Monaghan area in a bid to negotiate funding to provide transport services which would be mutually beneficial to both parties. Cavan/Monaghan elderly services have agreed to give support both financially and in an advisory capacity to carry out a study into the qualitative impact of the S.W.C.R.T.I. on its elderly passengers.
Cavan Partnership <i>1 Committee Member</i>	Cavan Partnership has allocated funding toward the Running of the project in 2003/2004, they have also provided funding so a study into the qualitative impact of the S.W.C.R.T.I on its passengers can be undertaken. Cavan Partnership has also facilitated S.W.C.R.T.I in an advisory/support capacity.
Irish Wheelchair Association Cavan Branch <i>1 Committee Member</i>	The Irish Wheelchair Association Cavan Branch have given invaluable support at committee level as well as supporting the operators providing the service by given useful information on wheelchair and all ability access.
Bus Éireann <i>2 Committee Members</i>	Bus Éireann have provided assistance with the process of tendering for services, and were always available for comment and advice on the set up of routes. All services into Cavan town can connect to onward services on the Bus Éireann network.
Kilnaleck & District Community Co-op Ltd. <i>2 Committee Member</i> <i>1 Sub-Committee Member</i>	Kilnaleck & District Community Co-op Ltd is the umbrella organisation under which the S.W.C.R.T.I. operates. Since start up they have provided the initiative with a project base and meeting room facilities. They have also resourced the group in an advisory and support capacity.
Kilnaleck Social Services <i>4 Committee Members</i>	Kilnaleck Social Services provide the project with assistance in identifying routes and passengers. They have also been instrumental in promoting and marketing the project. Kilnaleck Social Services also provide refreshments to passengers on Fridays, and also undertook the catering for the launch of the project.
Community Representatives <i>2 Committee Members</i>	Community Representatives provide feedback from local community groups on route and passenger requirements.
Passenger Representative <i>1 Committee Member</i>	The Passenger Representative provides feedback from passengers using the service.

The table below shows the linkages that the S.W.C.R.T.I. currently holds with other organisations that are non board members.

Agency	Areas of Co-operation, Collaboration and Linkages
County Development Board	The County Development Board have assisted the project financially in setting up new routes in 2005, and through providing the project with a county base platform for networking and promoting the project
County Cavan Community & Voluntary Forum	S.W.C.R.T.I. co-ordinator is a committee member of the County Cavan Community & Voluntary Forum. This will provide the project with a platform to promote itself on a county basis
Cavan Monaghan Rural Development Co-operative LEADER <i>Rural Social Scheme (R.S.S.)</i>	S.W.C.R.T.I. co-ordinator is a member of the interview panel and the treasurer of the R.S.S. in the Ballyjamesduff electoral area. It is anticipated that the R.S.S. will be able to provide passenger assistants on some of the services provided by the project
Irish Central Border Area Network (I.C.B.A.N.)	S.W.C.R.T.I. is a member of the Cross Border Community Transport Forum which is facilitated by I.C.B.A.N. This allows the project to network with other transport projects in the border areas both North and South.
Rural Transport Network (R.T.N.)	S.W.C.R.T.I. is a member of the R.T.N. which allows the S.W.C.R.T.I. staff and board members network with other R.T.I. groups across Ireland.
South West Cavan Community Development Project (S.W.C.C.D.P.)	The S.W.C.C.D.P. has worked with the S.W.C.R.T.I. over the past 12 months. The S.W.C.C.D.P. has provided administrative support to the S.W.C.R.T.I. and has assisted the S.W.C.R.T.I. in an advisory and supportive capacity.

9. LEVERAGE OF FUNDING

Source of funding	Amount	% of overall budget	Contribution to group or contract for service	Non financial support (please state)
Rural Transport Initiative	€40,000.00	75%		
Dept. Social & Family Affairs (Free Travel)	€9,273.00	18%		
Fares	€112.00	6%		
Kilnaleck Social Services	€600.00	1%	Contribution	Contribution
Kilnaleck & District Community Co-op				Kilnaleck & District Community Co-op Ltd is the umbrella organisation under which the S.W.C.R.T.I. operates. Since start up they have provided the initiative with a project base and meeting room facilities. They have also resourced the group in an advisory and support capacity.
South West Cavan Community Development Project				The S.W.C.C.D.P. has worked with the S.W.C.R.T.I. over the past 12 months. The S.W.C.C.D.P. has provided administrative support to the S.W.C.R.T.I. and has assisted the S.W.C.R.T.I. in an advisory and supportive capacity
FAS (C.E)				The local C.D.P. allocates a FAS worker to the S.W.C.R.T.I. for 5 hours a week.
North Eastern Health Board			The N.E.H.B. has provided funds to carry out research on the qualitative impact of S.W.C.R.T.I on it passengers	Meeting with the Health Board in the Cavan/Monaghan area in a bid to negotiate funding to provide transport services which would be mutually beneficial to both parties. Cavan/Monaghan elderly services have agreed to give support both financially and in an advisory capacity to carry out a study into the qualitative impact of the S.W.C.R.T.I. on its elderly passengers.

Bus Eireann				Bus Eireann have provided assistance with the process of tendering for services, and were always available for comment and advice on the set up of routes. All services into Cavan town can connect to onward services on the Bus Eireann network.
The County Development Board (CDB)			The County Development Board are assisted the project financially in setting up new routes in 2005	The County Development Board have assisted the project through providing the project with a county base platform for networking and promoting the project
Cavan Partnership			Funding has been Provided so a study into the qualitative impact of the S.W.C.R.T.I on its passengers can be undertaken in 2005.	Cavan Partnership allocated funding toward the Running of the project in 2003/2004, Cavan Partnership has also facilitated S.W.C.R.T.I in an advisory/support capacity.

It is proposed to continue to work closely with the C.D.P. on preparing and sourcing additional funding for the S.W.C.R.T.I. It is aimed to make applications over the next two years to:

- Peace and Reconciliation
- People in Need
- Lottery Funds
- F.A.S.
- Local Partnership Board
- Health Board
- Community & Voluntary Forum

In an effort to secure increased funding it is hoped that the S.W.C.R.T.I. will undertake further research, piloting other routes etc.

10. MONITORING & EVALUATION

Qualitative outcomes

Below are some quotes from letters received by S.W.C.R.T.I. by passengers using the service.

“I am an old age pensioner, I lost my husband last September. He did the driving for shopping and to collect pensions etc. As I do not drive it would be impossible for me to get out. Since I started to avail of the rural transport service I am able to get out as I am collected at my door and left back to my door. I congratulate those in charge for such a wonderful service.”

“There is a special aspect to the rural transport, we meet and chat with people we haven’t met for a long time. We also see what’s going on in the countryside, new houses, and new farm yard building and so on.”

“It means a lot to me to be able to use my Bus Pass.”

“I have used the new Mini-bus transport and would like to say that it is a wonderful convenience and gives us senior citizens a degree of independence which we would not otherwise have. Living in the heart of the country we are very dependent on others to get to town. It is a great feeling to be able to attend to ones own business and at a time of day when it is most suitable for us to go to town.”

“A lot of people think it is a good thing because there was nothing like this before.”

“A note to let you know how pleased I am with the transport service which is so reliable. Now that the post office is closed in Redhills it is great to get to Ballyhaise and on to Cavan.”

Quantitative Outcome

Table of Current Services

Number of	Special Services	Route 3	Route 5	Route 6A	Route 6B	Route 7A	Route 7B	Route 9	Route 11
Services	8	104	104	40	40	22	22	106	106
Fare paying Passengers	0	22	199	0	0	0	0	463	643
Fares Collected	€	€55	€489	€	€	€	€	€1096	€1513
FTP Holders	70	1172	963	495	379	142	174	890	771
Other Free Passengers	7	0	20	0	0	0	0	71	46
Total Passengers	77	1194	1182	495	379	142	174	1424	1460
Average Passenger	10	11	11	12	9	6	8	13	14
Total Males	13	347	175	42	161	12	28	361	486
Total Females	64	847	1007	453	218	130	146	1063	974
Passenger < 5Yrs	2	0	20	0	0	0	0	71	46
School going Passengers	0	20	14	0	0	0	0	39	100
Passengers 18-25 Yrs	0	0	9	0	0	0	0	96	107
Passengers 26-65 Yrs	10	118	197	34	46	4	0	350	479
Passengers > 66 Yrs	65	1056	942	461	333	138	174	868	728
Passengers requiring assistance	6	84	51	38	86	10	2	0	44
Wheelchair Users	2	62	0	34	0	12	0	0	0
Pre-booked	62	1119	1007	483	373	138	168	1070	1294
Hail & Ride	15	75	175	12	6	4	6	354	166
Door to Door	45	1005	740	476	369	118	168	313	970

11. PROOFING OBLIGATIONS

The experiences of the S.W.C.R.T.I. Committee in addressing local transport needs in the community shows that people living in Rural South West Cavan are very capable of bringing about positive change in their area.

Extent to which the S.W.C.R.T.I.'s strategies impact on Rural Disadvantage

South West Cavan is characterised by diversity and remoteness and local people are often best placed to develop appropriate solutions. Although the particular transport needs and solutions of each community will differ, the solution provided by S.W.C.R.T.I. has been effective in tackling marginalisation, social exclusion and isolation.

Extent to which the S.W.C.R.T.I.'s strategies impact on Equality

The project has had an impact on equality by addressing the need for all ability access, initially no services had all ability access, while today, 18 months 45% of services provide all ability access, thus impacting on the lives of people with special needs.

Extent to which S.W.C.R.T.I. strategies impact on poverty

The low fare structure which the project has developed, as well as the acceptance of free travel passes enables those experiencing economic disadvantage to make use of the services.

Extent to which S.W.C.R.T.I. strategies impact on the environment

As the S.W.C.R.T.I. has grown over the past 18 months, the average passengers per service has grown – from 5 passengers per service in 2003 to 11 passengers per service at the end of 2004, this has a positive impact on the environment, as more and more people turn to use public transport, resulting in the better use of vehicles and better organisation of transport.

12. S.W.O.T ANALYSIS

Strengths	Opportunities
<ul style="list-style-type: none"> ☐ Serving people in rural areas. ☐ Door to door services. ☐ Strong representation on board. ☐ Quality services provided by Operators. ☐ All drivers MiDAS trained. ☐ Provided transport where previously it was not available. ☐ 45% of services have wheelchair accessibility. ☐ A positive action to tackle social exclusion. 	<ul style="list-style-type: none"> ☐ Pilot extended to 2006. ☐ Aailed of other funding. ☐ Launch increased awareness of the project. ☐ Pilot extended to 2006.
Weaknesses	Threats
<ul style="list-style-type: none"> ☐ Services are running at almost full capacity. ☐ Co-ordinator hours are very constrained. ☐ Unable to promote service due to capacity issue. ☐ Excessive administration is time consuming. 	<ul style="list-style-type: none"> ☐ Uncertainty in increased Funding. ☐ Inability to extend geographical area due to funding constraints. ☐ Low availability of wheelchair accessible vehicles.

13. KEY CHALLENGES & ISSUES

The most significant challenge the S.W.C.R.T.I. faced since it became operational was to win the confidence of its passengers. This was due to the following 2 reasons:

1. There was a significant time lag, between the initial needs assessment (carried out by Mentor) and the start up of the service.
2. There was great uncertainty surrounding funding in late 2003 and early 2004 which resulted in services being reduced.

Another significant challenge faced by the S.W.C.R.T.I. was that 2 of the original proposed routes were not viable and had very small passenger numbers. This became apparent and changes were quickly made. Since S.W.C.R.T.I. became operational the learning process has enabled the project to target services better.

The administration that is required to be completed by a part time co-ordinator is excessive and is a threat to the on going success of the project. S.W.C.R.T.I hopes to reduce this threat by increasing the co-ordinators hours.

14. FUTURE PLANS

The initial aim of the project was to “provide transport services for local people who have difficulty in accessing essential facilities and services due to the absence of public/private modes of transport”. As the project has expanded and progressed the management committee believed that the initial aim had been largely addressed in the Kilnaleck area, and in order to expand and progress the project new aims were developed with the management committee members, bus operators and drivers, as well as passengers. These new aims will encompass where the project came from and what direction should take in the future.

These new aims are listed below along with what has been carried out to date and what is possible to do with continued funding of the project

1. To develop a rural transport system that would meet the needs of the community, particularly those who are isolated, marginalized and who feel socially excluded.
To date the S.W.C.R.T.I. have developed routes in South West and North Cavan, these routes have focused on addressing problems of isolation, marginalisation and social exclusion. Through working intensively with the North Eastern Health Board (N.E.H.B), Cavan Partnership, Irish Wheelchair Association, Bus Éireann, local community groups and passenger representatives, S.W.C.R.T.I. have identified additional needs in other areas of County Cavan where isolation, marginalisation and social exclusion exist, and where rural transport systems do not.
2. To sustain local communities to ensure that local shops, post offices, banks etc. are viable in rural communities, and to ensure the continuity and lifestyle of the local community.
Due to the locality of the office and the design of the services, S.W.C.R.T.I. buses serve some local communities (shops, post offices, etc.) there are many more local communities that have been identified and would benefit from rural transport should resources become available.
3. To co-ordinate activities which will sustain, support and provide resources for the long term betterment of the local community.
To date the S.W.C.R.T.I. have provided services to small hamlets, villages and towns in the South West and North Cavan areas, while this helps to sustain and provide resources for the long term betterment of communities, there is still communities where such services would be a distinct advantage. S.W.C.R.T.I. will continue to work to provide services to such areas.
4. To leverage funding from statutory and semi-statutory bodies while providing services that are beneficial to those involved.
At present funding has been made available from Cavan Partnership, Community and Voluntary Forum and the North Eastern Health Board (N.E.H.B.). In 2005/06 the S.W.C.R.T.I. aim to leverage funding from Peace and Reconciliation, People in Need, Dormant Account Funds, the National Lottery and any other avenues where it becomes apparent that funding may be available. S.W.C.R.T.I. is involved in ongoing talks with the N.E.H.B. in conjunction with Meath Accessible Transport, Rural Lift and Bawn and Latton Rural Transport Initiative, it is hoped that this will result in leverage of funding from the N.E.H.B.
5. To promote the participation of local people and relevant statutory and semi- statutory representatives in the management and running of the project.
The membership of the board of directors who run the project is made up of members of the local communities, and relevant statutory and semi-statutory bodies. During the review process, the management committee decided that passenger and community

representatives sub groups should be setup in any new areas covered by the project and one representative from each group should feed back to the Management Committee at monthly meetings.

6. To tackle isolation and social exclusion, to empower people by building self-confidence and self-worth and to support and compliment other local community activities.

This objective ties in with some of the above aims. These aims continue to be met where services operate.

7. To encourage transport operators to provide all ability access.

To date all operators and drivers have had MiDAS training, in an effort to raise awareness of the need for all ability access. Positive feedback from the drivers and operators has proved that this aim has been met. Operators are constrained in the provision of all ability access due to their potential earnings, and the cost of conversion. S.W.C.R.T.I. will continue to encourage operators to this end, and will also lobby for regulation change and grant availability to upgrade vehicles for all ability access. S.W.C.R.T.I. are also working with FAS and Leader (through Rural Social Scheme) in an effort to require passenger assistants on some services, on applications being accepted all passenger assistants will have PATs training.

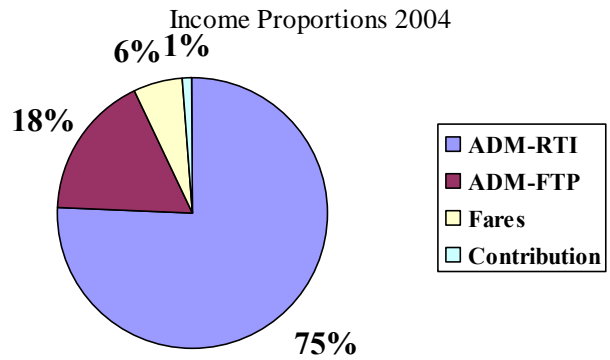
8. To extend the current geographical area to cover all of County Cavan, where a need for transport exists.

S.W.C.R.T.I. have operated successfully in the South West and North Cavan areas to date, and believe that the group have the ability to extend the services to all areas of county Cavan.

15. FINANCIAL SUMMARY

Income 2004

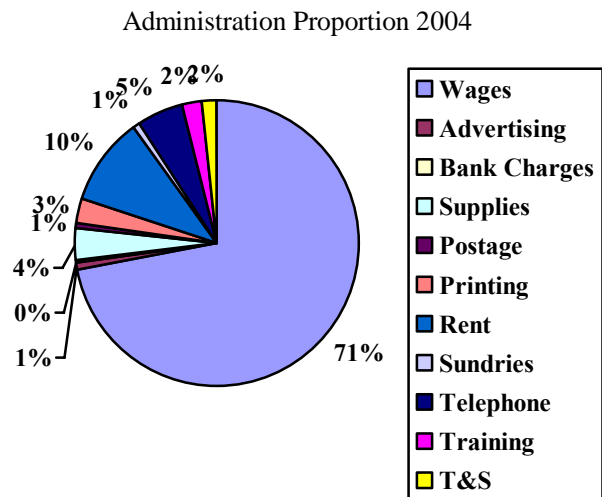
ADM-RTI	€40,000.00
ADM-FTP	€9,273.00
Fares	€3,112.00
Contribution	€600.00
Total	€52,985.00



Expenditure 2004

Administration

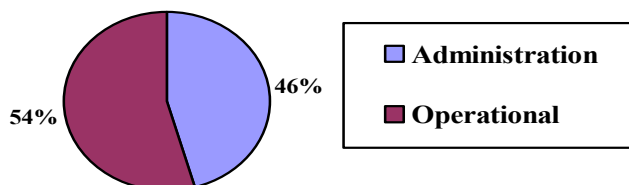
Wages Co-ordinator	€19,100.12
Advertising & Publicity	€279.51
Bank Charges	€1.39
Office Supplies	€81.11
Postage & Courier	€148.00
Printing & Stationery	€752.58
Rent	€2,650.00
Sundry Expenses	€205.00
Telephone & Fax	€1,384.94
Training	€29.59
Travel & Subsistence (Staff)	€428.80
Total Administration	€26,591.04



Operational Costs

Sub Contracting Costs	€31,620.00
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Expenditure Proportions 2004



Expenditure 2004

Administration	€26,591.04
Operational	€31,620.00
Total Expenditure	€58,211.04