

Please reply to:
 David Kerr (V/C & Secretary)
 Kirkland of Morton
 Burnbrae
 Thornhill
 Dumfriesshire
 DG3 5DY
 Tel (01848) 331402
thornhillcommunitytransport@yahoo.co.uk



Thornhill & District

Chairman: Gordon Neilson
Vice-Chairman & Secretary:
 David Kerr
Treasurer: David Dick
Bus Manager: Ronnie Gibson
Bookings : Jenny Bourne
Booking Line: 07842 163775

Community Transport

Minutes of Meeting held on Tuesday, 13/09/2016, at 7.15pm at Thornhill Friendship Club

Present: Gordon Neilson, Robin Robertson, Geordie Muirhead, Ian Walker, Rab Cook, Jock Scott, Alison McMillan, Jenny Bourne, David Dick, David Kerr

Apologies: Joan Neilson, Ronnie Gibson, Rolf Buwert

1. Welcome.

- GN, Chairman, welcomed everyone.

2. Apologies for Absence

- As noted above.

3. Minutes of Previous (Quarterly) Meeting

- Accurate record: *Proposed:* GN; *Seconded:* RC.

4. Matters Arising from Previous Minutes

- None.

5. Financial Report, incl review of charges

- (See Report, annexed.)
- DD drew our attention to a generous donation from Irene Gibson, in memory of her husband, Jock, who was a driver for us in the early days.
- DD is happy with our rates of charges at present.
- There is a new All Star fuel card, which has Chip & Pin technology. DD distributed cards with the PIN number on; though the card will also work in the way the old one did – with a signature. DD also noted that All Star now provide us with a monthly report, advising where fuel is cheapest. In practice, most of our fuel is bought at Morrisons or Tescos in Dfs, which tend to be the cheapest anyway.
- *All content* with the Financial Report.

6. Licence Check

- We are now online with Licence Check. DK distributed mandates for signature, empowering T&DCT to ask Licence Check to verify that everyone's licence is up



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to date and that there is nothing adverse on them. This relates solely to validity, points etc. It was explained that one of our drivers has a notifiable medical condition (which has been notified to our insurers, as well as the DVLA). The Licence Check on this particular driver had not highlighted this, but Licence Check had explained that a notifiable condition, so long as DVLA have pronounced themselves satisfied as to the treatment/management of the condition (which they have), such a condition would not be mentioned. Those present signed their mandates and DK will use these to run the checks. This will be done annually.

7. Ticketer

- Drivers are getting used to using the machine. Those (GM), with experience of other machines, thought it was pretty straightforward and reliable. One or two 'bedding in' problems, such as the risk of leaving the machine on inadvertently and it flattening the vehicle battery if left for a few days; but we can develop ways of preventing this happening. Meantime, the machine automatically uploads data to Transport Scotland. DD has been in touch with Transport Scotland, who confirm the data is arriving and the payments from them will soon start arriving. There is no need, as DK & DD had initially feared, to submit spreadsheets of information to Transport Scotland; it's all automated and Transport Scotland tell DD that operators who have Ticketer find them pretty reliable. Our own dealings with Ticketer also suggest that they are helpful and efficient.

8. MiDAS

- Rolf Buwert has agreed to be our MiDAS trainer. DK has had some discussion with Advanced Training Services I Kirkcudbright, who will tailor a training programme for RB, given that he is (albeit retired) a police qualified instructor. Tribute paid to IW for all the MiDAS training he has provided us with, over the years.

9. Bus Report; incl replacement plans.

- Plan agreed to try to have LJ07 PYF's replacement here by June/July 2017. GN looking at funding from windfarms, Holywood Trust, Robertson Trust, LEADER and various others. He had already, in partnership with ATI, visited the latter's two preferred converters. DD & DK planning to make more detailed visit in October. IW offered to provide information, checklist etc of considerations when specifying a bus. Much appreciated.
- We need to have an outline specification, and quotes, by Christmas, to show to potential funders. We will probably need £15k or so, though we would prefer not thereby to leave the replacement fund for the *next* bus at zero. We will be able to recover the VAT (although we will have to pay it out first).

10. Development?

- Potential funders are probably going to want to know that we are not just doing the same stuff we were doing 10 years ago. At present, we still are (and there is less uptake from the likes of Briery Park, reflecting the fact that their



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residents now tend to be older, and less fit, than were their typical residents of 5 years ago.) DK has long been of the view that we could probably run a demand-responsive service to DGRI and its successor from Thornhill and, more particularly, the surrounding villages off the A76 some evenings. Also, that an arrangement (as ATI have with Gretna Health Centre) might be possible with Thornhill Health Centre, to block book appointments on, say, a particular afternoon, for patients whom we would bring in at that time. This all needs research. DK does not have the time to do this, but perhaps one or two of our volunteers might like to take this on? Volunteers to DK, please.

11. AOCB

- None.

12. **DONMs 2016/17:** 10/01/2017 (this will need to be in the Gladstone Hall; GN will arrange); 14/03/2017; 13/06/2017 (to include AGM).

Annexe:

2015 - 2016	2016 – 2017
Income	Income
£5,198.52	£5,738.74
Hires	Hires
£2,730.56	£2,350.27
Expenditure	Expenditure
£4,804.33	£7,660.65 (inc. £3,627.60 for ticket machine) (£4,033.05)
Fuel	Fuel
£1,066.54	£887.95
Maintenance	Maintenance
£2,593.87	£2,087.68 Vehicle not serviced this year yet!

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www.visitthornhill.co.uk/community-transport



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