

Nottingham
Health
Action
Group

*Transport, Health and Environment
Queens Medical Centre
8 October 1998*



Dr Richard Slack - Public Health, Helen Thompson - Nottingham Health Action Group, Robert Crowder - with Gedling Borough Councils LPG van, John Clark - Voluntary Sector with his bicycle, Graham Deeming - with Peugeot's Electric car & Vernon Coaker MP for Gedling

Conference Report

Compiled by Helen Thompson, Health Action Group Officer
for Nottingham Health Action Group

NOTTINGHAM HEALTH ACTION GROUP
(NHAG)

TRANSPORT, HEALTH AND ENVIRONMENT
SEMINAR REPORT

Seminar Aim

To identify how to take forward, in partnership, the implications of the Transport White Paper by developing healthy, sustainable environments in Nottingham surrounding districts by: -

- 1) identifying the key issues concerning transport, health and environment in 1998
 - i) at a national and European level
 - ii) in Nottingham Health district (Broxtowe, Nottingham city, Gedling, Rushcliffe and Hucknall)
- 2) bringing local people's different perspectives together to discuss and find solutions to problems.

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6 Transport and Community Care

Carola Jones, Nottinghamshire Rural Community Council.

Introduction

The National Perspective

The link between environmental factors and ill-health is well documented. Sir Kenneth Calman, the Chief Medical Officer, in his annual report in September 1998 makes the following points:-

1. "The link between the environment and health has been recognised for many years. More recently there has been increasing awareness of the inter-connection between our environment and quality of life."
2. "The key to the implementation to many improvements to the environment and health is through action at a local level, and much is already being done to Local Agenda 21, a comprehensive action plan for sustainable development into the 21 Century."
3. "The importance of an underlying strategy to enhance Public Health, not just to treat illness, has been further emphasised by the appointment last year of a Minister for Public Health and the publication of a green paper, "Our Healthier Nation", which aims to tackle the underlying causes of ill health and break the cycle of social and economic deprivation and social inclusion."

The Local Perspective

In Nottingham Health district the Transport, Health and Environment Seminar was one of a series of four successful local initiatives. The seminars were proposed by the Health in Your Environment Forum, organised by NHAG and planned by multi-sector planning groups. Full background information is detailed at Appendix 1, but the general aims for all four were:-

1. to bring together people with health, social and environmental perspectives to:
 - a) identify current problems and their causes
 - b) identify potential solutions
 - a) motivate action to overcome the problems
 - b) share information about good practice
2. to link local with national initiatives
This report includes the summary of the main points made at the Transport, Health and Environment Seminar and the ideas developed in the discussion groups.

Executive Summary

Sixty two people contributed to this seminar from Broxtowe, Gedling and Rushcliffe Borough Councils, Nottingham City Council, Nottinghamshire County Council, the Universities, NHS Executive, Inland Revenue, the Government Office, Churches, national and local voluntary organisations, transport companies, Health Trusts and the Health Authority. A full list is available at Appendix 2.

Dr Richard Slack from Directorate of Public Health, Nottingham Health Authority (NHA), chaired the morning session. In his introduction, he asked participants particularly:

“to focus on identifying solutions to local health and environmental problems which relate to transport”.

He explained that the report of the meeting would be used as part of the national consultation work on transport and the ideas resulting from this would be presented to the Nottingham Health Action Group and to the Joint Consultative Committee (JCC). Two speakers, **Ann Goodwin**, Directorate of Public Health, NHA, and **John Bonham**, Nottingham City Council, gave very informative presentations on the facts about ***transport, health and the environment***. Please see Appendix 3 for details.

Vernon Coaker MP, provided an excellent account ***of the White Paper on Transport***, as it applies to Nottingham Health district. He explained that the White Paper has as its core the integration of policy; - the integration of transport with environment policy and land use planning and with policies to do with education, health, the economy and the creation of a fairer society.

“A good transport system will lead to healthier lifestyles. It will help to tackle social exclusion and inequality.”

He included local examples of good practice in his talk, such as the opening of the Robin Hood Railway Line, the planned light rail system, the Transport Policies and Programme 1998/9 document and Nottingham’s cycle path network. A full account is available at Appendix 4.

Steve Calvert, Group Manager, Environmental Strategy, Nottinghamshire County Council, chaired the afternoon session and clearly outlined ***how transport policy programmes relate to the local structure plans***. (see appendix 5 for details).

Six **discussion groups** provided an important opportunity for participants to develop ideas for improvement in transport locally. Full details can be found at Appendix 6. The topics were:-

- 1. Air quality, health and environment***
- 2. Road safety, health and environment***
- 3. Road traffic reduction - changing attitudes and behaviour to cycling and walking***
- 4. Road traffic reduction - changing attitudes and behaviour to public transport***
- 5. Reducing car dependency, commuter planning and travel to school***
- 6. Transport and community care***

Each topic was covered by a presentation of facts in the morning, and the creation of an action plan in the

afternoon. The main ideas are detailed as follows: -

a. Changing Attitudes to Cycling and Walking

Recommended Lead: NHAG

John Clark - Transport Consultant

Aim: - To set up a unit combining media personnel with psychologists to:-

- I. look at existing research on attitudes to cycling and walking - *cyclists / walkers perspectives*
- II. identify from existing research the inhibitors that prevent people from taking the next step towards using a mixture of modes of transport - *cyclists / walkers and health perspectives*
- III. look at successful health promotion campaigns e.g. anti smoking, drink drive, AIDS disability to see how campaigns achieved a change in behaviour - *health perspective*
- IV. learn lessons from I, II and III.
- V. Put together an ideal staged campaign which can be adapted by local authorities, health and the voluntary sector to suit organisational and area needs, which encourages more people to walk and cycle more often thereby reducing pollution levels and improving health - *end product.*

Note The motor industry will be spending £18 million over the next 10 years on how green and responsible car drivers are!

Source: The government's Transport Research Laboratory.

b. Directory

Recommended lead: a Transport Forum (to be identified)

Produce a directory of contacts and services Health district wide in order to encourage walking and the use of public transport and bicycles and discourage the use of cars.

c) Cycling Schools

Recommended lead: NHAG

- * Establish 5 "cycling schools" for adults and make them accessible to people from all communities including ethnic minority groups in each Local Authority area.
- * Examine ways that NHAG can promote the use of pool bikes, electric and gas powered cars to its partner organisations.

Recommendations for Action

In order for the full benefit of this valuable partnership work to be realised, the ideas developed during the day must be considered and put into practice. To this end, a report was presented to the Joint Consultative Committee on 8 February 1999 about the seminars and a follow up meeting took place in May 1999.

All participants however, have a role in ensuring that the ideas that they were involved in developing are put into practice.

Appendix 1

Nottingham Health Action Group (NHAG)

Nottingham Health Action Group is a multi-sector group which works strategically to promote the health of the people of Nottingham Health District, tackle health inequalities and identify and address the environmental causes of ill health.

(Nottingham Health District covers Broxtowe, Nottingham City, Rushcliffe, Gedling and Hucknall.)

It has brought together a local Agenda 21 health strategy - 'Health in Your Environment', local health priorities and Health of the Nation targets. It has identified action needed to address these issues and, through its networks and project funding, has already made significant improvements. It has made a significant contribution to the development of the New Health Agenda in Nottingham Health District. The Health Action Group includes members from Nottingham Health Authority, the Voluntary Sector, Broxtowe, Rushcliffe, Gedling and Ashfield District Councils, Nottingham City Council and Nottinghamshire County Council.

Health in Your Environment Voluntary Sector Forum (HIYE)

The Health in Your Environment Voluntary Sector Forum which contributes to the Health Action Group, proposed that a series of seminars could be organised by Nottingham Health Action Group in order to further its objectives. NHAG

agreed to undertake this work at its meeting in March 1998.

The F.E.A.T. Seminars

The topics were: -

- * Food, Health and Environment
- * Energy Efficiency, Health and Environment
- * Asthma, Health and Environment
- * Transport, Health and Environment

Three are linked with national initiatives, i.e. setting up of the Food Agency and the Government's papers on Transport and Energy Efficiency.

What we aimed to achieve

To bring together people with Health, Social and Environmental perspectives to:

- a) identify current problems and their causes;
- b) identify potential solutions;
- c) motivate action to overcome the problems;
- d) share information about good practice.

Linking local with national initiatives were important parts of the events.

Format

The success of each seminar was due to the time taken in planning! Each was planned by a multi-sector planning group so that we could take into account the priorities, concerns and good practices of each sector at an early stage. They comprised people with expertise in the subject and those who could influence people within their own sector.

Each followed a similar format as follows:

- a) Day events;
- b) Key speaker (with a national perspective);
- c) Discussion groups - focusing on how we can each make improvements;
- d) Displays/information sharing opportunities;
- e) Plenary - at which action areas are shared.

Follow up

Nottingham Health Action Group made a commitment to discuss the follow up to the seminar at the NHAG meeting following the event and the Chair of the Joint Consultative Committee, who chaired the Asthma seminar, gave a commitment that a report about all four seminars would be considered at the Joint Consultative Committee at their meeting. In February 1999

Appendix 2

Attendance

Co-ordination

Helen Thompson - Nottingham Health Action Group Officer in conjunction with: -
the following people who contributed to the Multi-Sector Planning Group: -

Mohammed Asif	Nottingham Community Health Trust
Sarah Baker	Experion Ltd
Tracy Blackwell	Rushcliffe Borough Council
Grant Butterworth	Nottingham City Council
Steve Calvert	Nottinghamshire County Council
Anne Cartwright	Nottinghamshire County Council
John Clark	Transport Consultant / Pedals
Mike Habron	Rushcliffe Borough Council
Dave Hill	Nottingham City Council
Carolla Jones	Nottinghamshire Rural Community Council
Phil Keynes	Nottinghamshire County Council
Jennie Maybury	Nottinghamshire County Council
Hugh McClintock	Pedals
Mike Millington	Ashfield District Council
Dale Oscroft	Government Office
Gerald Smith	Nottinghamshire County Council
Steve Waller	Nottingham City Council
John White	Public Health - Queens Medical Centre

Displays

Nottingham Health Action Group - Miranda Cumberbatch - MSc student on
placement with Nottingham Health Action Group from Nottingham Trent University
Air Quality - Tracy Blackwell - Rushcliffe Borough Council
Peugot - Electric Car - the theory and the demonstration vehicle!
Transport Cartoons - "Brick"
Green Network - Tim Gray

Chairs

Dr Richard Slack - Public Health, Nottingham Health Authority
Steve Calvert - Group Manager Environmental Strategy, Nottingham City Council

Speakers

Vernon Coaker MP
Ann Goodwin - Public Health - Nottingham Health Authority
John Bonham - Nottingham City Council
Steve Calvert – Nottingham City Council

Workshop Facilitators

John Bonham - Nottingham City Council - Air Quality
Stewart Thompson - Nottingham City Council - Road Safety
John Clark - Transport Consultant / Pedals - Cycling & Walking
Clive Young - City Hospital - Public Transport
Sue Jaques & Sheila Ormerod - Notts County Council - Commuter Planning
Carolla Jones - Notts Rural Community Council - Transport & Community Care

Participants

Air Quality

NA Beardsley - Broxtowe Borough Council W Dyke - Broxtowe Borough Council
Chris Allen - Gedling Borough Council Patricia Matthews - NSCOWO
Ken Williams - National Air Quality Committee for Pollution
Christine Turner - Rushcliffe Borough Council

Road Safety

Phil Crossland - Nottingham City Council Adrian Gough - Notts Co Co
Noel Harrower - Nottingham Co of Churches
Hugh McClintock - Institute of Urban Planning - Nottingham University

Cycling & Walking

Chris Randall - Nottingham City Council Richard Eddleston - Real World Coalition
Chris Roy - Nottingham Trent University Lawrence Geary - Pedals
John White - Public Health QMC P Slater - QMC
Tracy Blackwell - Rushcliffe Bor. Co.
Miranda Cumberbatch Nottingham Trent University

Public Transport

Joanna Harsant - Gedling Borough Council Janet King - Govt Office East Midlands
Martin Gawith - Greater Nottm Partnership Jane Ansell - Meadows Forum
Rae MaGowan - NHS Executive Pat Armstrong - Nottingham City Co.
Jennie Maybury - Nottingham City Co. Cliff Fletcher - Notts Co. Co.
Cllr. John Banister - Rushcliffe Bor. Co. Fergus Brazel - Broxtowe Borough Co.

Commuter Planning

P Davidson - Broxtowe Borough Council Dorothy Hill - Inland Revenue
Anne Worrall - Nottingham Health Authority Pauline Peck - QMC
Kevin Ward - Nottingham City Transport Rose Gollup - Nottm Health Authority
Joanna Cleary - Consultant Graham Deeming - Peugeot

Transport & Community Care

Gail Donnison - Hucknall Volunteer Bureau Wendy Wells - Hucknall Vol. Bureau
Dave Gibson - Notts Co Co Lorna Dunford - NSCOWO
Gina Wibberley - Nottinghamshire Hospice Harjinder Nerwal - Nottm Health Auth
Simon Needham - Nottm City Hospital Trust Nicola Alexander - Nottm Health Auth.

Others

Pauline Davis and 4 people from Common Purpose.

Appendix 3

Transport and the Environment – John Bonham Pollution Control Service Manager Nottingham City Council

Main Points

1 Road Traffic predicted to Double by the year 2025

2 Transport and air quality

- * There are 26 million vehicles on the road in the UK
- * Of these, 5.9 million are aged 10 years and older
- * It is predicted that car use will increase by 30% over the next 20 years.
- * In 1987, 15% of vehicles ran on unleaded petrol. By 1997 this figure had increased to 75%.
- * 20% of UK households own more than one car.
- * Approximately 10% of the environmental impact of a vehicle comes from production, compared with the 80 - 90% which results from use.
- * 80% of all car journeys are less than 10 miles in length
- * 16% of peak traffic flows result from transporting children to school.
- * Motorway traffic has increased by 80% in the last 10 years
- * Today's cars produce 90% less harmful exhaust emissions than 20 years ago

3 Contribution from Road Transport to UK emissions

Contribution from road transport

	1995 National emissions (k tonnes)	% of national emissions
Benzene	39	67%
1,3 Butadiene	10	77%
CO	5478	75%
Lead	1.47	78%
NOx	2295	46%
Particles PM10	232	26%
Black Smoke	356	50%
SO2	2365	2%
VOC	2337	29%

4 Local facts

John showed a graph illustrating the annual average Nitrogen Dioxide levels measured at various sites within the city of Nottingham. Locations at Clinton St, Milton St., London Rd., Wollaton Rd., Gregory Boulevard, Carlton Rd., and Clifton Boulevard, all showed levels exceeding the NAQS objective annual mean.

5 Air Quality - Meeting the Challenge

- * The Governments strategic policies to deliver
- * Sustainable improvements in air quality

included are: -

- 1) Air quality standards and targets
- 2) Air quality management areas
- 3) Control of emissions - especially vehicles

6 Air Quality Management Environment Act 1995

- * UK national air quality strategy
- * Government guidance issued 17 December 1997
- * Review and assessment by Local Authorities in 3 phases
- * 2 years to complete
- * Assessment against Government Air Quality objectives to be achieved by 2005.
- * Air Quality management areas
- * Action plan to be compiled within 1 year
- * At least one review before 2005
- * Partnerships : Consultation
- * Information : Education

7 Potential Implications from National Air Quality Strategy

Tighter emission limits for : Combustion plant
Industrial processes

Purchasing implications : Raw materials
Fuels
Vehicles

Transport implications : Type Routing
Timing Parking
Green Commuter Plans Restricted Access
Emissions testing Public Transport
Cycling and Walking

Working Pattern : Change start / finish times

8 Other Possible Air Quality Control Measures include:

- * Making air quality a material planning consideration
- * Restricted access
- * Exhaust emission spot checks
- * Fixed penalty fines for engine idling when parked
- * Green Commuter Plans
- * Congestion charging
- * Education and Promotion
- * Alternative fuel incentives

Appendix 4

**The Transport White Paper “A New Deal for Transport Better
for Everyone”**
Vernon Coaker MP

Appendix 5

Transport Policy Programmes & Their Relation to Local Plans **Steve Calvert - Group Manager Environmental Strategy Notts** **County Council**

1 Structure Plan Review

- * Issues Report 1992
- * Deposit Draft 1994
- * Inspectors Report and Modifications
- * Consultative Draft 1993
- * Examination in Public January 1995
- * Final Adoption November 1996

2 Key Features of Nottinghamshire Structure Plan

South Nottinghamshire Sub Area

- * 40,000 new homes 1991 - 2011
- * Location of New Development -
 - * 600 hectares of new employment land urban areas,
 - edge of urban areas,
 - Public Transport corridors
- * Target modal change
- * Developer contributions
- * Major transport schemes

3 Strategic Background

- * Sustainable development : 1992 Rio Summit & 1997 Kyoto
- * UK Strategy for Sustainable Development
- * Planning Policy Guidance
- * Structure Plan
- * Transport Policies and Programme (TPP)
- * Regional Planning Guidance
- * Local Plans

District Local Plans

- * To update to 2011
- * Site Locations for new housing / employment
- * Safeguard major transport schemes
- * Package of other transport measures
- * Developer contributions

Transport Policies and Programme

- * Annual bid for funding of local transport capital expenditure
- * Greater Nottingham package
- * Schemes and Policies - Annual, Three Year Programme, Longer Term Programme
- * Strategy based on Structure Plan

TPPs and District Local Plans

- * "Local Transport Plans"
- * Draft Guidance Oct/Nov 1998
- * Hybrids submitted July 1999
- * The real thing July 2000

Appendix 6 - Discussion Groups

1 Air Quality, Health and Environment (Emissions)

**John Bonham, Nottingham City Council & Ann
Goodwin, Nottingham Health Authority.**

Problems Identified:

1. Lack of information about air quality
2. Problems with public transport
3. A need for more information for children

Action Plan

1. Local media
 - a) Publicity campaign on air quality
 - b) Daily information to be available
 - c) Look at forecasting
2. Public transport
 - a) Clear information needed
 - b) Tickets for several types of transport
 - c) Travel cards (SMARTS)
 - d) Increased subsidies
3. Education in Schools
 - a) Influencing children
 - b) Encourage walking
 - c) Encourage cycling
 - d) Create general awareness

2 Road Safety, Health and Environment **Stuart Thompson, Nottingham City Council**

Action Plan

- 1 Reduce speeds promoted throughout the area using
 - a) existing methods:- enforcement (police)
 - b) speed cameras, traffic calming, education, appropriate design of roads and new methods e.g. external speed control, speed limiters on specific vehicles (e.g. buses and major employer's vehicles).

2. Increasing cycling and walking whilst managing the potential increased risks of these modes of transport.
 - Integrated approach to cycling targets, walking targets and casualty reduction targets
 - Promotion of short trips which can be undertaken safely
 - Development of safe routes/coherent routesRemoval of pedestrian and cyclist barriers, e.g. City Centre ring road, etc.

3. Traffic signals should be designed to give pedestrian and cycle and bus priority in favour of private vehicles
 - Road responses to pedestrian demands
 - All signals to incorporate pedestrian facilities
 - Cycle detection to give priority to cycles

4. Promote regular driver testing (especially considering ageing population)
 - Driver training could be made mandatory at intervals, including updates.

3 Road Traffic Reduction - Changing Attitudes and Behaviour to Cycling and Walking

John Clarke, Public Relations Company and transport consultant

1. Facts

- a) No longer any argument about the need for the nation to adopt cycling and walking as viable modes of transport.
Reasons - traffic reduction, environmental, personal health and self-esteem
- b) Sizeable chunks have been integrated to Transport White Paper, is designed to encourage cycling and walking -
 - i) Infrastructure provision on the ground
 - ii) Organisational - Corporate Culture
- c) More bicycles owned in the UK than cars. Given limitless quantities of money and willing even with INII in place, will people cycle/walk?
The evidence shows that one can lead a horse to water but one cannot make it drink. Therefore, there is clearly a need to go to work on people's attitudes to cycling and walking.

Action Plan

Aim - to set up a unit combining media people with psychologists to:

- a) look at existing research on attitudes to cycling and walking
- b) identify from existing research the inhibitors that prevent people from taking the next step
- c) look at successful health promotion campaigns, e.g. anti-smoking, drink drive, AIDS and disability campaigns, to see how campaigns achieved a change in behaviour
- d) learn lessons, put together an ideal staged campaign which can be adapted to suit organisational and area needs in encouraging more people to walk and cycle more often

a & b) Cyclists/Walkers perspective

- c) Health perspectives
- d) End product campaign theory - ideal world = dozen - abstract pragmatic possibilities. Both the medium and the message need to be explored. The information gained from this research can then be utilised from Local Authorities, the Health Authority and Voluntary Sector to get the message across in their own way. The result could be a high profile campaign using current undeveloped mechanisms, with the "Break the habit" message.

Note: More than £18 million will be spent during the next ten years by the motor industry on how green and responsible car drivers are!

4 Road Traffic Reduction - Changing Attitudes and Behaviour to Public Transport, Example of Good Practice
Clive Young, Security and Environmental Services Manager, Nottingham City Hospital NHS Trust.

Clive is responsible for the security and traffic management of the Trust. He is chairman of the Security Working Group and a member of the City Hospital Environmental Steering Group, Bicycle User Group and Year 2000 Group. He is the responsible manager for commuter planning. Clive is also an external member of the Nottingham Community Planners Club, Nottingham Transport Forum and member of the Association of Commuter Transport. He is also a member of the Nottingham Police Liaison Committee.

Action Plan

1. Wider specific information on public transport
2. Use of health venues to promote sustainable travel options
3. Community-based transport clubs/co-operative

5 Reducing Car Dependency Commuter Planning and Travel to School

**Sue Jaques Principal Options Officer and Sheila Ormerod
Nottinghamshire County Council.**

Action Points /Examples

Schools - how do we promote alternative ways to get to school?

- * changing attitudes
- * safety
- * specific needs of working parents
- * generating interest of school itself

Work

- * safety
- * costs
- * convenience

Problems identified

Ideas / Things that work

road traffic

consult: - parents, whole community,
Police

stranger danger
school transport
time

bus escorts - Children charter
workshops PM - all interested in school
to attend

fear management
parents
education
drivers

“walking bus “
involve local employers
flexi-time
pedestrian / cycle training projects
safe routes
travel education
teacher being allowed time for these activities
Raising awareness; -
posts / competitions don't be left out
Health & Social Benefits - press

Commuter Plans

Problems

Ideas/Things that have worked

Safety / access

Lighting security CCTV
summer activity e.g. cycling /walking
information, support, incentives.

Agreement to scheme

Time for extra travel if using other modes

keeping the interest going

target all areas - good job - remember those who
are doing the right thing

flexibility

flexi-time / child care facilities

illness

emergency travel home / site

public transport

availability - use - access - quality information
cost

the needs of staff

free travel passes

reducing car parks

staff travel surveys

introducing charges

residents - consultation

TROs

6 Transport and Community Care

Carola Jones, Nottinghamshire Rural Community Council.

This workshop examined the access that Community Care users have to health facilities if they have no personal access to transport or have mobility difficulties. Attending the workshops were representatives of various possibilities on offer.

- If mobility-impaired in a wheelchair then dial-a-ride is available, provided by Notts County Council Social Services Department to those in receipt of the higher rate of Disability Living Allowance.
- If referred by a GP or a department of the City Hospital, the ambulance cost provides transport for in/outpatients.
- Volunteer drivers collect and return people for Nottinghamshire Hospice
- A local Voluntary Car Scheme carries 1,000 people a year to health facilities as visitors or to other facilities. There are 20 such voluntary schemes in the Nottingham Health district providing transport for 8,000 people. Providing such access ensures a certain quality of life which might not otherwise be available. Concerns were raised for members of ethnic minorities who may not be aware, or able to access their services. Various suggestions were explored, including the use of advocates who could make contact on their behalf. The plight of young people, in particular young parents who may not be able to afford transport, was also discussed.

Action Plan

1. A voluntary walker scheme, whereby a volunteer accompanies the user onto public transport, giving confidence and reassurance instead of voluntary driver scheme.
2. The need for relevant information in the appropriate language to be available was highlighted.
3. Services and transport providers should be flexible in terms of time and time tabling.
4. Generally it was felt important that transport should be appropriate, available and that choices should be on offer, including that of the lowest cost to the user. Appropriate funding should be found for alternative transport (20 car schemes operate on £80,000 per year funding from public transport).
5. Establish “cycling schools” for adults and target people from minority communities.
6. Individually, we should all examine traditions and personal attitudes as to travel habits, e.g. do we all have to go to work for 9.00 am individually? (This affects Social Services Transport Team).
7. Could voluntary car scheme fuel be subsidised as bus diesel is?
8. The safety of speed ramps was discussed at length.