

6. ACCESSIBILITY NEEDS AND CHALLENGES



To supplement the review of policy and analysis of the characteristics of the area outlined in chapters 4 and 5, it was considered critical to consider the perspectives of other organisations and County Council service areas in understanding the difficulties that their customers, or potential customers, experience in accessing certain destinations.

An explanation of partnership working arrangements is set out in chapter 3. To supplement breakout sessions from Wider Reference Group events, Steering Group meetings, and individual discussions with stakeholders, a series of workshops for each of the themes was held during 2005 to identify accessibility problems and highlight the main priority issues. A separate, larger workshop was held for representatives of older people's groups, disabled people's groups, and Nottinghamshire County Council's day service users.

The objectives of the workshops were to:

- identify critical accessibility problems for the sector in North Nottinghamshire;
- agree the most important issues;
- pinpoint key elements of problem statements for each of these priorities;
- seek advice on how the priorities can be endorsed by their organisation and sector.

This chapter seeks to summarise the results of the workshops and combine them with challenges compiled through other involvement processes.

6.1 EDUCATION AND TRAINING

In addition to stakeholder discussions through other means, a workshop considering access to education and training was held jointly for the North Nottinghamshire and Greater Nottingham LTP areas. Attendees of the workshop included Connexions, JMP Consulting, Learning and Skills Council, Nottingham City Council and County officers from Education and Transport service areas.

Overview

In discussion with stakeholders, a range of issues were highlighted as factors which inhibit access to education. These included issues relating to:

- Integration: integration of fares, service co-ordination and availability of information
- Physical accessibility and safety: independence, particularly for students with learning disabilities, lack of space on school buses, distance of travel, antisocial behaviour, personal security, and walking distance to bus stops

- Curriculum expansion: expansion and flexibility of 14-19 year olds' learning opportunities outside usual school times and locations, travel times, catchment areas becoming less relevant, specialisation and 'centres of excellence' leading to increasing distances travelled
- Cross-boundary travel: 'migration' of students to other authority areas
- Rural inaccessibility: inadequate service availability especially in the evening, high relative costs of travel for low-income families, and quality and physical accessibility of tendered bus fleet
- Building Schools for the Future: a Government scheme to rebuild or renew secondary schools to improve the educational experience and extend life-long learning to the wider community; accessibility of new builds should be considered. Nottinghamshire will fall within its ambit between 2007/8-2010/11
- Cost: lack of reduction for low-income families, difference in provision between authorities exacerbating cross-border problems
- Primary schools: parental preference, and safe walking routes
- Congestion and parking around schools: difficulty buses have in pulling in close to some schools

Prioritised issues

The following problems were prioritised and their elements identified to aid understanding of the detail.

Integration	
Who is affected?	Secondary and 16+ students.
What are the barriers?	There are no direct journeys by public transport available. The fares are perceived as expensive.
Why is this a priority?	It is essential to expand the educational opportunities and widen the employment options for secondary and 16+ students.
Where are these facilities?	Students living in rural or semi-urban areas of high deprivation where income levels tend to be less than average.
How are these services accessed?	Either they are accessed by car or they forego accessing educational services.

Physical accessibility and safety	
Who is affected?	People living in rural areas and people with disabilities and their carers in all areas.
What are the barriers?	There are limited services in rural areas; the distances travelled mean longer journey times. There is a lack of off-peak travel to enable travel to evening classes and weekend courses. People with disabilities find unaccompanied travel difficult due to the attitudes and behaviour of drivers and members of the public. They also find access to vehicles is difficult due to the design of the vehicle, especially with older vehicles. There is a perception of crime surrounding public transport.
Why is this a priority?	To promote quality of life and opportunities for all in relation to education.
Where are these facilities?	Primarily located in urban areas or within another LEA area.
How are these services accessed?	There is a heavy reliance on the goodwill of others to provide lifts.

Curriculum expansion	
Who is affected?	14-19 year olds and those up to 25 years of age.
What are the barriers?	Expansion of learning opportunities outside normal school times and locations. There is a lack of public transport services outside traditional school hours.
Why is this a priority?	It is essential to meet the Government's agenda on expanded learning for this age group.
Where are these facilities?	Further Education colleges, sixth forms and vocational training facilities.
How are these services accessed?	At the moment, they are accessed through individual travel plans and minibus services. There will be an increased need as the curriculum expands.

Cross-boundary travel	
Who is affected?	Students travelling into and out of bordering authority areas.
What are the barriers?	Public transport can be limited in frequency, there are longer journey times and it can be expensive.
Why is this a priority?	Educational choices are limited within students' LEA authority area. Students should be allowed more freedom of choice as to the type of course and educational establishment that they wish to study.
Where are these facilities?	Located in neighbouring or bordering authority areas.
How are these services accessed?	They are accessed through existing public transport services.

Schools reorganisation	
Who is affected?	Pupils, parents and educational establishments.
What are the barriers?	The changing nature of school catchment areas, greater parental choice as to the school attended and the development of specialist schools and colleges will increase the need to travel. The cost of providing appropriate passenger transport is significant with school grounds not being easily accessible by passenger transport. Parents are reluctant to walk their children to school.
Why is this a priority?	It will be beneficial for accessibility considerations to be fully considered when looking at locational decisions in this programme of reorganisation.
Where are these facilities?	They are currently located on school sites.
How are these services accessed?	They are currently accessed by public transport.

Cost of travel to post-16 establishments	
Who is affected?	Mainly rural students.

Cost of travel to post-16 establishments	
What are the barriers?	There are longer distances that need to be travelled. The concessionary fares provided are perceived as expensive. Public transport may only be available at certain times of day or not at all. There may be difficulties in cross-border travel costs that are not met by the resident LEA.
Why is this a priority?	Rural students are unable to access the education they want and need to follow their career options. This may lead to skill shortages in rural areas.
Where are these facilities?	Often, sixth forms, further education colleges and specialist vocational schools are located in urban areas.

Illustrative maps and analysis

The Nottinghamshire Learning and Skills Council (LSC) commissioned a study in spring 2005 to identify potential barriers in areas of Nottingham City and Nottinghamshire that limit accessibility and constrain choice to post-16 education and learning providers. The study was completed in November 2005, and a synopsis of the results is given below.

How the study was carried out

The study investigated the accessibility to providers of post-16 education by walking and public transport to 9 colleges of further education, 47 schools with sixth forms and 12 schools catering for learners with special educational needs. The study was split into three phases including: a review of existing information; consultations with learners, institutions and local authorities; and accessibility modelling and mapping of learners, transport and provision.

Who suffers from constraints on access?

The accessibility modelling undertaken using Accession as part of the study found that overall levels of accessibility for 16 to 19 year olds to their nearest college in Nottinghamshire was very good with:

- 83% able to travel within 30 minutes
- 95% able to travel within 60 minutes

The modelling also found that 4% of the 16 to 19 year old population of Nottinghamshire either cannot access a college within 2 hours (the upper limit of the accessibility model) or cannot access a Nottinghamshire college at all. This equated to approximately 2,200 people predominantly distributed among the rural areas of the county.

Further analysis was carried out at each of the 68 institutions to model journey times for existing learners by walking and public transport. Reports were produced for each institution showing the location of existing learners and the numbers of potential learners in the local area under the categories of not in education, employment or training (NEET), single parent families and those with limiting long term illnesses. These were shown with a representation of the accessibility of the local area to the nearest educational provider.

What other factors influence access?

The study considered the other issues that affect travel choices. These included:

- Capacity on transport at peak times
- Cost and affordability of transport
- Personal safety for the whole journey
- Availability of information on services and financial support
- Flexibility of transport to match patterns of attendance

Cost and affordability of public transport were key issues with learners. The advent of Education Maintenance Allowance (EMA), which provides a weekly allowance to learners from lower income households, has enabled many to extend education. This weekly income has increased the popularity of weekly tickets enabling learners to pay-as-they-go. Weekly tickets can offer better value for money compared with daily tickets as they enable learners to use public transport in the evenings and weekends.

Conclusions and recommendations for action

Overall, the study provided an evidence base from which to develop more informed approaches to the development and provision of post-16 education in Nottingham and Nottinghamshire. The study suggested that strong partnership working and vision, coupled with proper engagement in the accessibility planning process, would provide the necessary basis to ensure high levels of access to educational choice are attained. A summary of the recommendations of the study are given below:

Strategic and Policy Development

- Address cross boundary transport issues.
- Continue to develop the Post-16 Transport Partnership.
- Provide detailed, accurate and personalised transport information.
- Consider accessibility in new developments.

Education Providers Policy

- Institutions need to work with their local transport authority and transport operators.
- Consider more flexible attendance patterns to optimise the use of public transport.
- Providers should continue to develop and update Travel Plans.
- Use e-learning methods and flexible attendance to help reduce the need to travel.
- Encourage more independent travel for learners with learning difficulties and disabilities.

Finance

- Resolve funding issues resulting from EMA and changes in Learner Support Fund budgets.
- Understand the impact of the Agenda for Change.
- Use accessibility study to support funding bids for post-16 transport.

Other Issues

- Work to replace privately contracted transport with commercial local bus services.
- Provide new learners with better information on transport options.
- Address safety concerns about walking, waiting at interchanges and using public transport.
- Look at making travel passes more affordable.
- Raise awareness of commercially available travel tickets.
- Develop imaginative transport solutions in deeply rural areas.

To further develop this work, in December 2005, the Learning and Skills Council (LSC) co-ordinated a workshop for all further education colleges within Nottinghamshire. Further details are given in chapter 7.

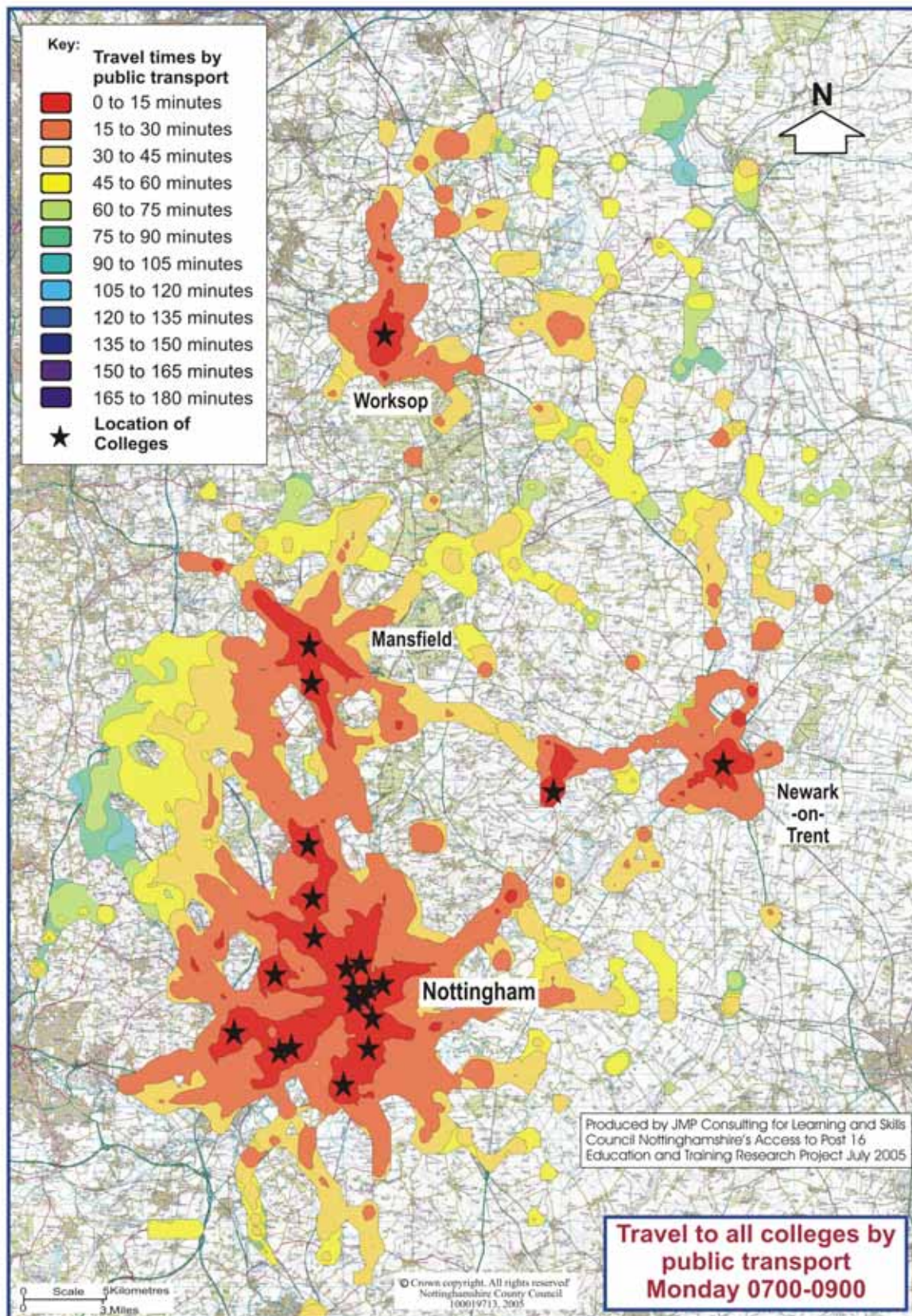


Figure 6.1

Figure 6.1 shows the journey times by Public Transport to Colleges offering post-16 courses in Nottinghamshire, and has been produced as part of the LSC study. The table below shows results of the 2005 National Core Accessibility Indicators as recalculated by Nottinghamshire

County Council in January 2006. The results are shown graphically in figures 6.2 and 6.3. 66% of adults aged 16-19 years in Nottinghamshire are within 30 mins travel time by Public Transport of a Further Education College, and 96% of adults aged 16-19 years are within 60 mins travel time of a college by Public Transport.

Access to Further Education Colleges		
	30 min PT journey time threshold	60 min PT journey time threshold
Subarea	% of all 16-19 years within threshold	% of all 16-19 years within threshold
North Nottinghamshire overall	66%	96%
Mansfield/Ashfield	73%	97%
Worksop	80%	98%
Retford	5%	77%
Newark	81%	97%

It can be seen from the above analysis that students in the Retford area have poor access to further education opportunities in Nottinghamshire, although access to further education opportunities in Lincolnshire, especially Gainsborough have not been considered as part of this study.

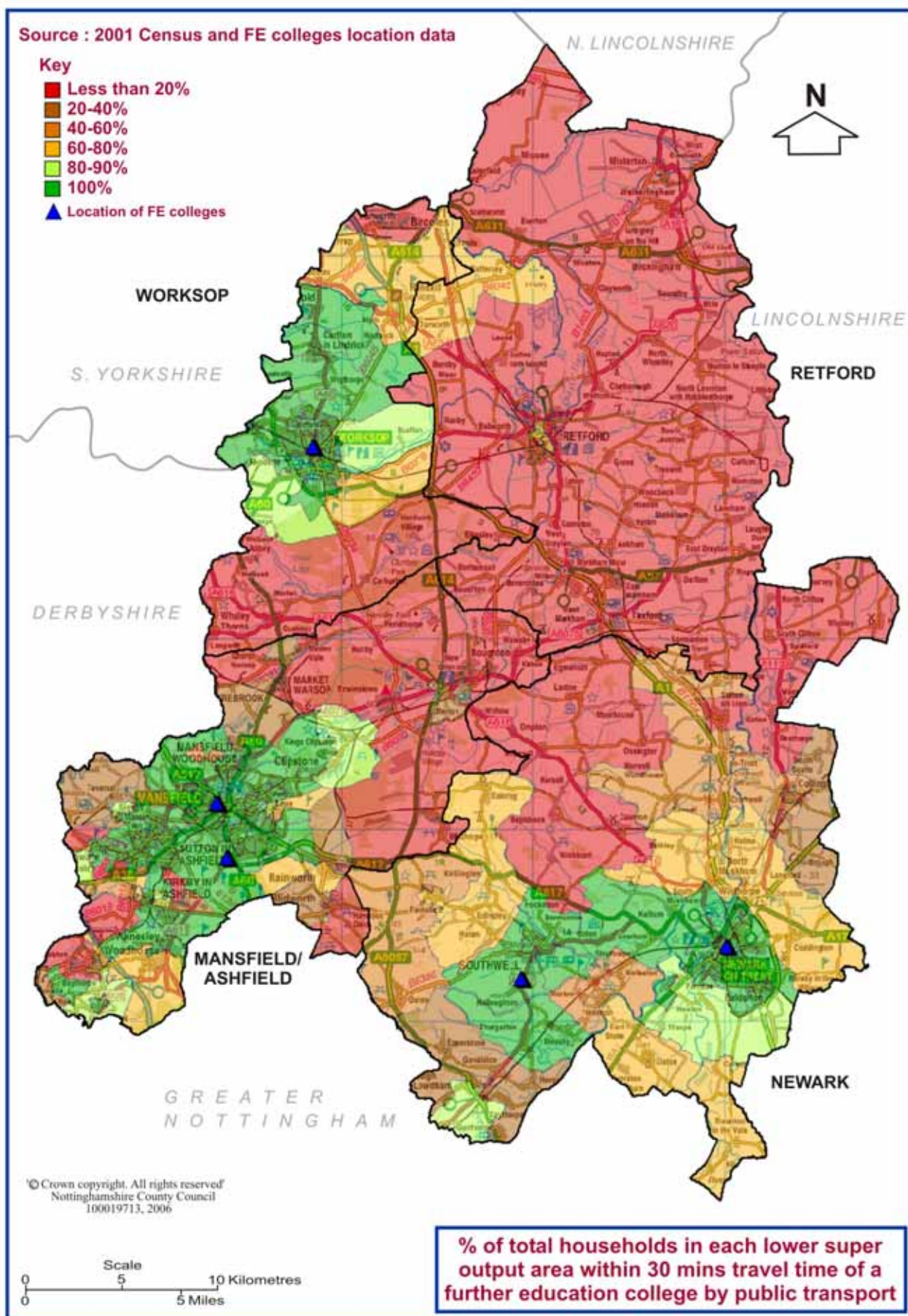


Figure 6.2

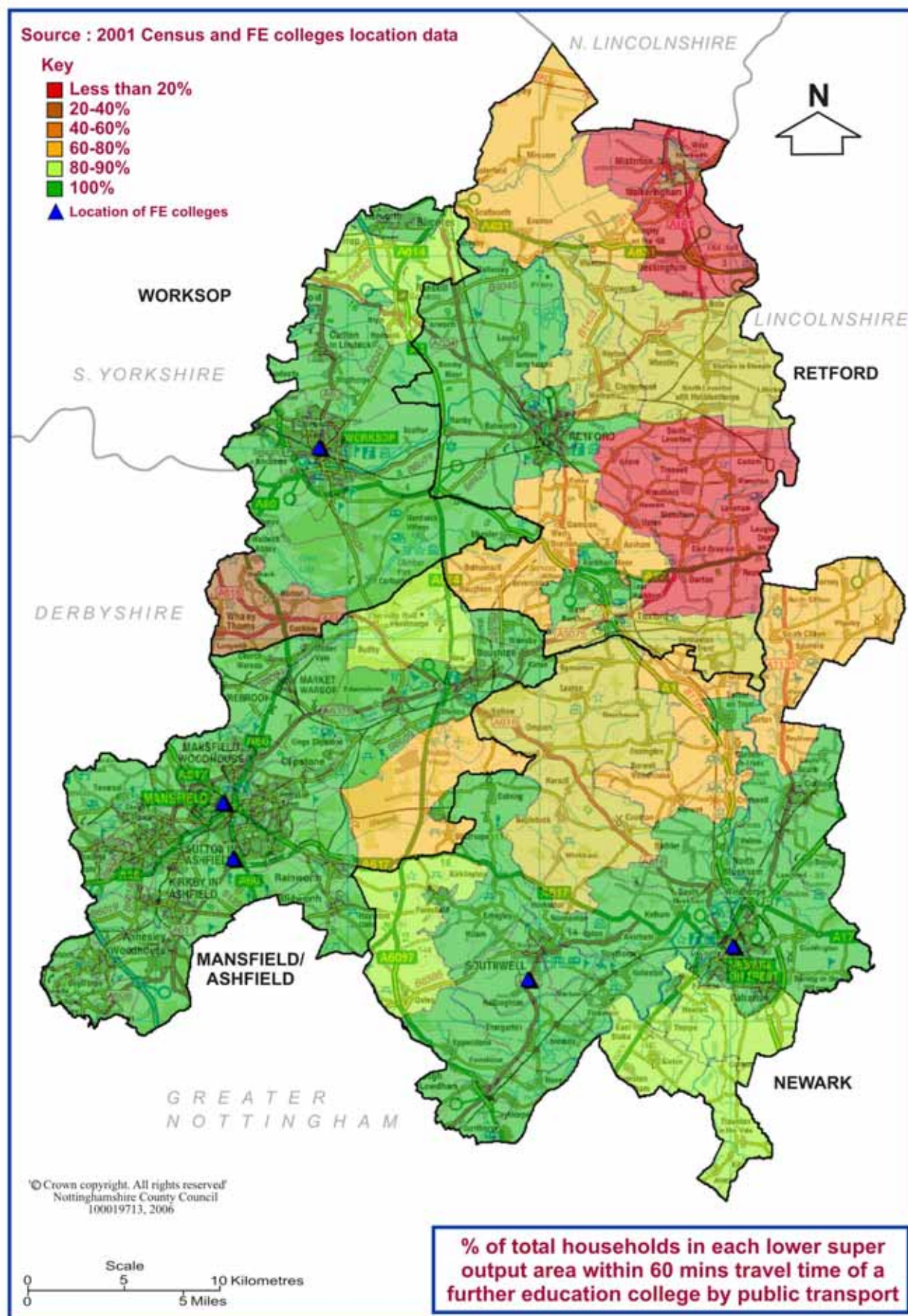


Figure 6.3

Access to Primary and Secondary Schools

The tables below show the results of the 2005 National Core Accessibility Indicators as recalculated by Nottinghamshire County Council in January 2006. The results are shown graphically in figures 6.4-6.7. It should be pointed out that the public transport data used in the calculations excludes the provision of all statutory and non-statutory school services provided by Nottinghamshire County Council, as these services are not included in the Regional Traveline databases. Local Authorities have a statutory duty to provide transport to schools for all pupils living more than 3 miles from their nearest primary or secondary school. In order to give a true picture of accessibility the accessibility modelling exercise was repeated but this time only origin points within 3 miles of a secondary school were included. The results are given in the table below. The calculations also assume that pupils will travel to their nearest school, whereas in practice there may be some element of parental choice and choice of school on denominational grounds. Thus although the maps for Secondary schools show poor accessibility in North East Nottinghamshire, in practice parents in this area choose to send their children to schools in Gainsborough and North East Lincolnshire.

Access to Education : Primary School				
	15 min PT journey time threshold		30 min PT journey time threshold	
Subarea	% of all pupils 5-10 years within threshold	% of all pupils 5-10 receiving free school meals within threshold	% of all pupils 5-10 years within threshold	% of all pupils 5-10 receiving free school meals within threshold
North Notts overall	95%	83%	99%	97%
Mansfield/Ashfield	99%	75%	99%	75%
Worksop	95%	89%	99%	96%
Retford	87%	79%	99%	99%
Newark	88%	N/A	98%	N/A

Access to Education : Secondary School – all pupils				
	20 min PT journey time threshold		40 min PT journey time threshold	
Subarea	% of all pupils 11-15 years within threshold	% of all pupils 11-15 receiving free school meals within threshold	% of all pupils 11-15 years within threshold	% of all pupils 11-15 receiving free school meals within threshold
North Notts overall	78%	80%	96%	98%
Mansfield/Ashfield	88%	86%	100%	99%
Worksop	63%	48%	99%	100%
Newark	76%	67%	93%	87%
Retford	48%	57%	78%	86%

Access to Education : Secondary School – pupils living within 3 miles only				
	20 min PT journey time threshold		40 min PT journey time threshold	
Subarea	% of all pupils 11-15 years within threshold	% of all pupils 11-15 receiving free school meals within threshold	% of all pupils 11-15 years within threshold	% of all pupils 11-15 receiving free school meals within threshold
North Notts overall	78%	80%	96%	98%
Mansfield/Ashfield	87%	86%	100%	99%
Worksop	65%	54%	99%	100%
Newark	69%	60%	93%	87%
Retford	48%	57%	78%	86%

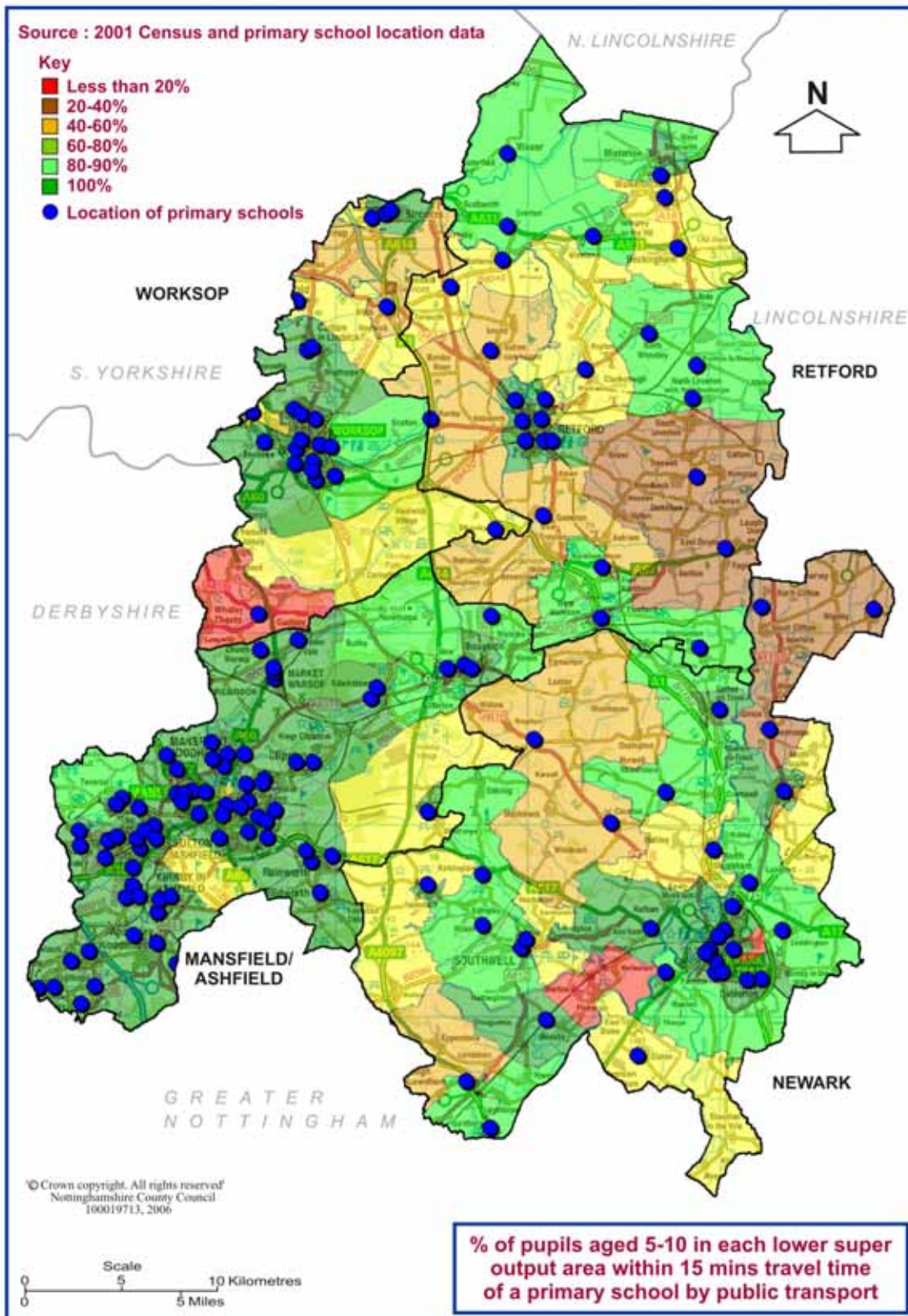


Figure 6.4

Note: this map includes registered local bus services only. All school contract services have not been included in the underlying public transport data used in the calculations.

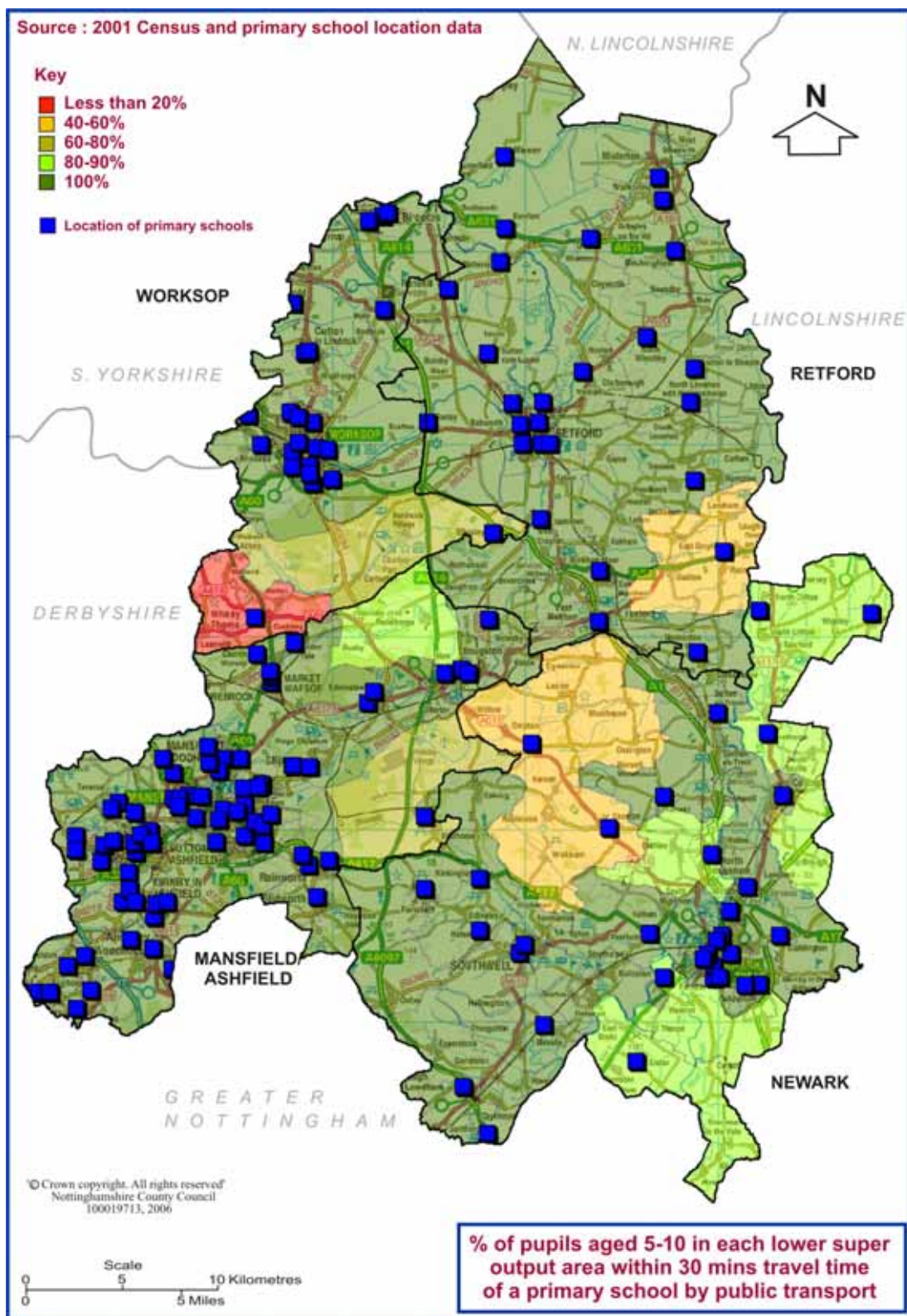


Figure 6.5

Note: this map includes registered local bus services only. All school contract services have not been included in the underlying public transport data used in the calculations.

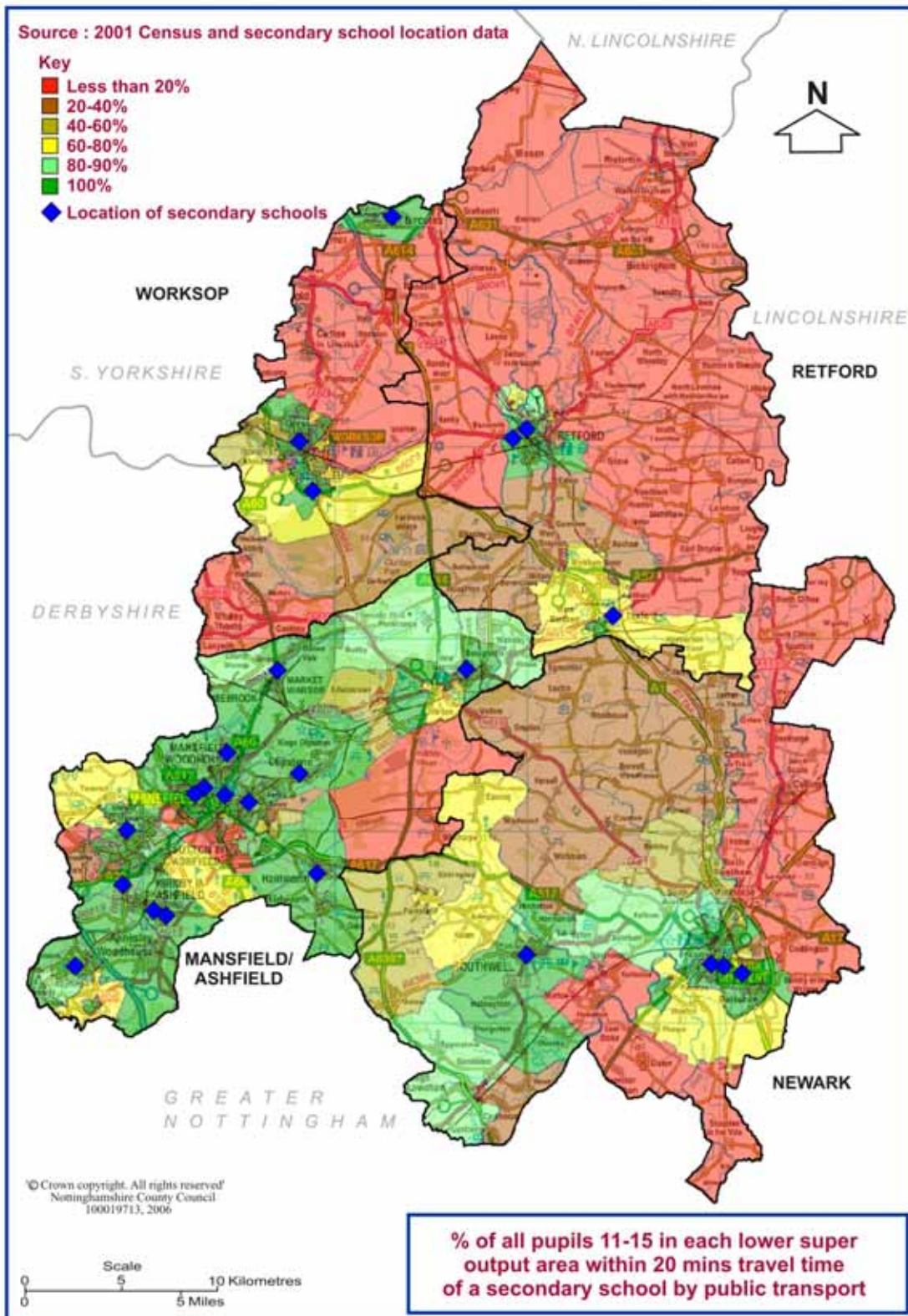


Figure 6.6

Note: this map includes registered local bus services only. All school contract services have not been included in the underlying public transport data used in the calculations.

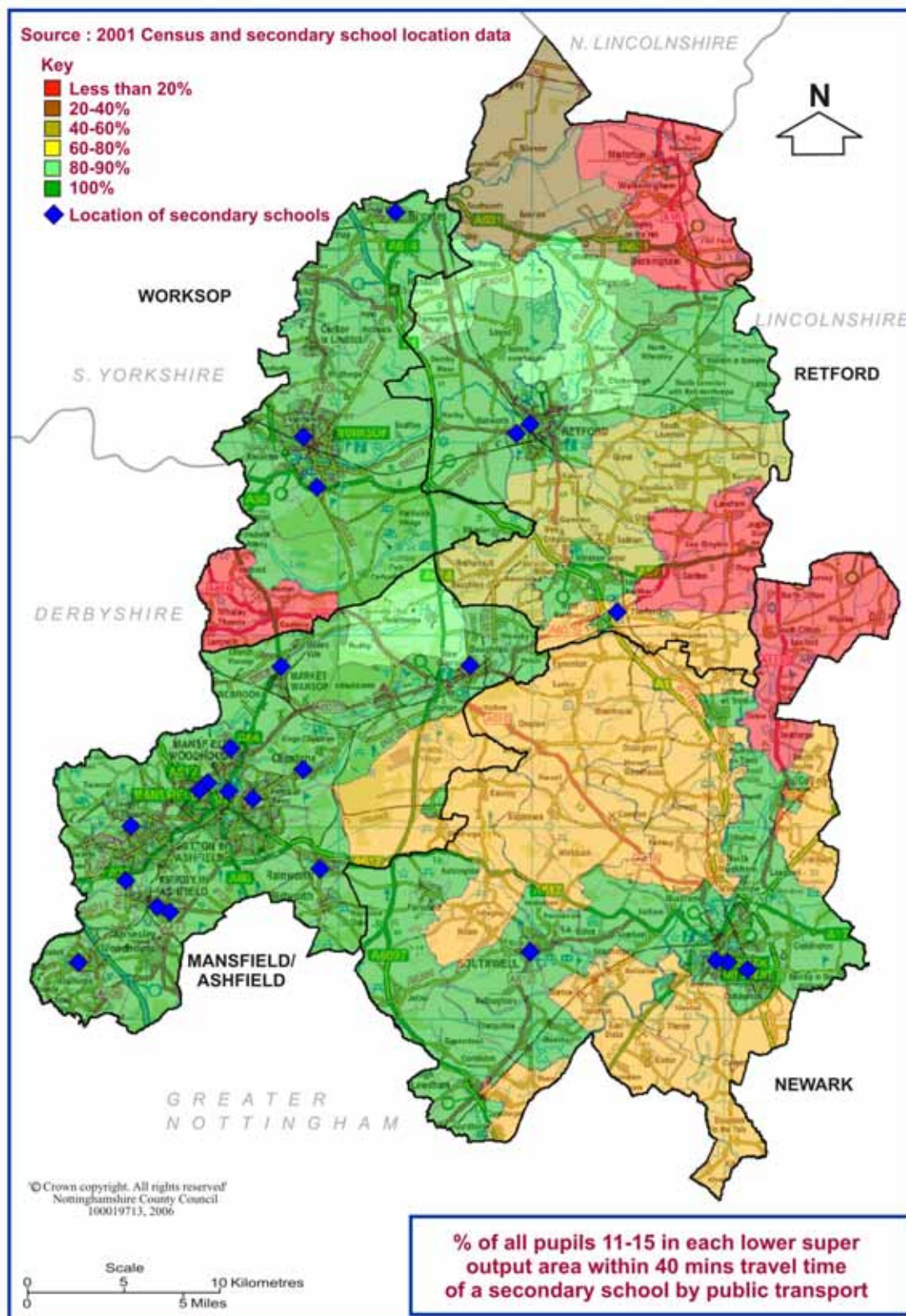


Figure 6.7

Note: this map includes registered local bus services only. All school contract services have not been included in the underlying public transport data used in the calculations.

6.2 EMPLOYMENT

A workshop considering access to employment was held for the North Nottinghamshire LTP area, in addition to other meetings and stakeholder engagement. Attendees of the workshop included Ashfield District Council, Bassetlaw District Council, Jobcentre Plus, Mansfield District Council, Newark and Sherwood District Council, Nottinghamshire Chamber and County officers from Transport service areas.

Overview

A range of accessibility issues emerged from discussions with employment and training sector stakeholders, including:

- Differing needs: those of different groups and communities, including those already working, actively seeking work, or not able to seek work
- Hotspot destinations: pockets of regeneration and economic development, current and proposed employment sites
- Planning: areas of employment land availability, liaising with future local employers in early stages of a development
- Public transport provision: quality and suitability to incorporate shift patterns and the needs of business, routes of public transport
- Engaging with employers: understanding where their workforce originates from, transport provision by employers
- Journey times: including shift patterns
- Information: lack of suitable or in-date information, trust in information, and education on public transport provision
- Interchange: facilities and infrastructure
- Cross border issues: and journey to work area difficulties
- Personal safety concerns: real and perceived

Prioritised issues

The following issues were regarded of particular importance, and elements of problem statements were developed:

Travel information and improving take-up of training	
Who is affected?	Employers and potential employees.
What are the barriers?	Some people lack access to the resources to find out information or the ability to use private transport. There may be inadequate or out of date information about the relevant public transport services. Disabled people have difficulties in accessing the information in the correct format or have difficulties understanding the information. If a cross-border journey is required, difficulties accessing information on services may be faced. Employers are unable to attract suitably skilled staff.
Why is this a priority?	Improving the availability and clarity of information will be beneficial to everyone and will encourage use that increases patronage.
Where are these facilities?	Bus stops, passenger transport operators, travel centres, via telephone and on the internet.
How are these services accessed?	By accessing timetable information through bus stop timetables, telephone, internet or they are not accessed at all.

Planning new employment sites	
Who is affected?	Employers and potential employees.
What are the barriers?	At present, there is a perception of poor consultation or promotion on a range of transport options undertaken when in the planning stages of a new employment site.
Why is this a priority?	It is more cost effective to plan and build facilities from the start of the planning process. It is essential to ensure that the jobs created are as accessible to as many people as possible.
How are these services accessed?	Some sites are not built or planned as yet, therefore they are not accessed. Previous sites have been accessed by private car due to lack of promotion or consultation on transport options.

Specific employment sites	
Who is affected?	Employers, employees and potential employees.
What are the barriers?	Employers have difficulties with staff recruitment and retention. Sites can be geographically remote from existing centres and public transport system modes; this prevents employees and potential employees from considering certain work locations. Congestion around employment sites can cause problems on the surrounding road networks.
Why is this a priority?	To ensure that the jobs are accessible to as many people as possible and combat some of the congestion on the surrounding roads.
How are these services accessed?	By private car.

Economic activity rates	
Who is affected?	People on incapacity benefit, people on income support, long-term unemployed people, people over 50 years of age and socially excluded people.
What are the barriers?	They are unsure of how to access information; they lack the skills required to access the information. They may have mobility issues, lack the confidence to travel or lack childcare provision.
Why is this a priority?	This is an untapped potential labour market and ensures that jobs are accessible and available to as many people as possible.
Where are these facilities?	In North Nottinghamshire, there are high levels of economic inactivity.

Cross-border and journey to work issues	
Who is affected?	People who work out of the County in bordering authority areas.
What are the barriers?	There is a lack of co-ordination between authorities on the funding and planning issues, as there are different economic development priorities for the authorities. Travel across borders is compounded by no direct service; journey times are longer as there is a need to change service and lack of integrated ticketing.
Why is this a priority?	There are employment opportunities outside the County for Nottinghamshire residents.

Cross-border and journey to work issues	
Where are these facilities?	They are located in other neighbouring authorities – for example, Robin Hood Airport is located in South Yorkshire.
How are these services accessed?	By private car.

Illustrative maps and analysis

The table below shows the results of the 2005 Core Accessibility Indicators as recalculated by Nottinghamshire County Council in January 2006. The results are shown graphically in figures 6.8-6.9.

Access to Employment Opportunities				
	20 min PT journey time threshold		40 min PT journey time threshold	
Subarea	% of all economically active population within threshold	% of all jobseekers within threshold	% of all economically active population within threshold	% of all jobseekers within threshold
North Nottinghamshire overall	89%	93%	98%	99%
Mansfield/Ashfield	97%	98%	100%	100%
Worksop	95%	98%	99%	100%
Retford	62%	69%	98%	99%
Newark	77%	86%	94%	97%

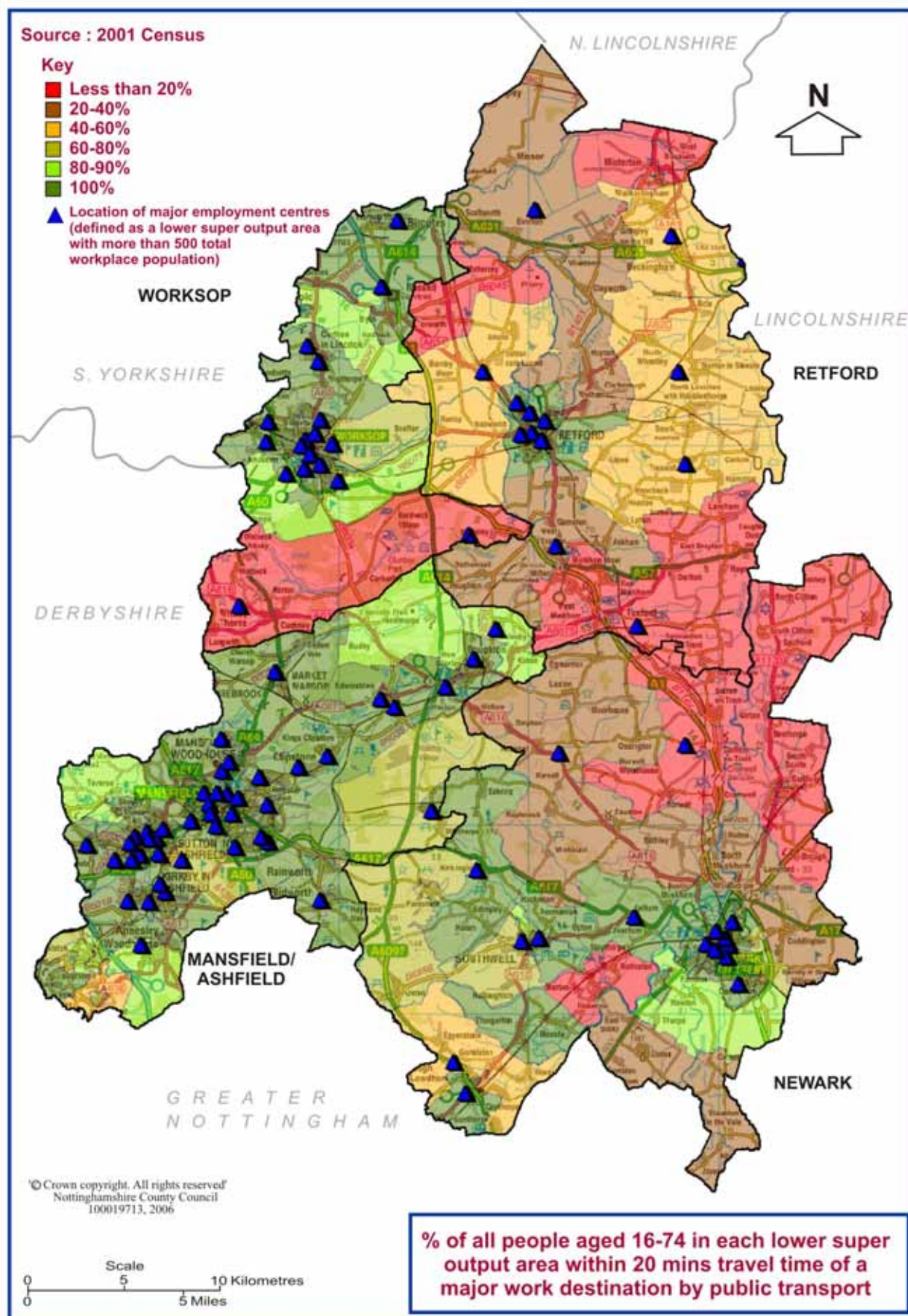


Figure 6.8

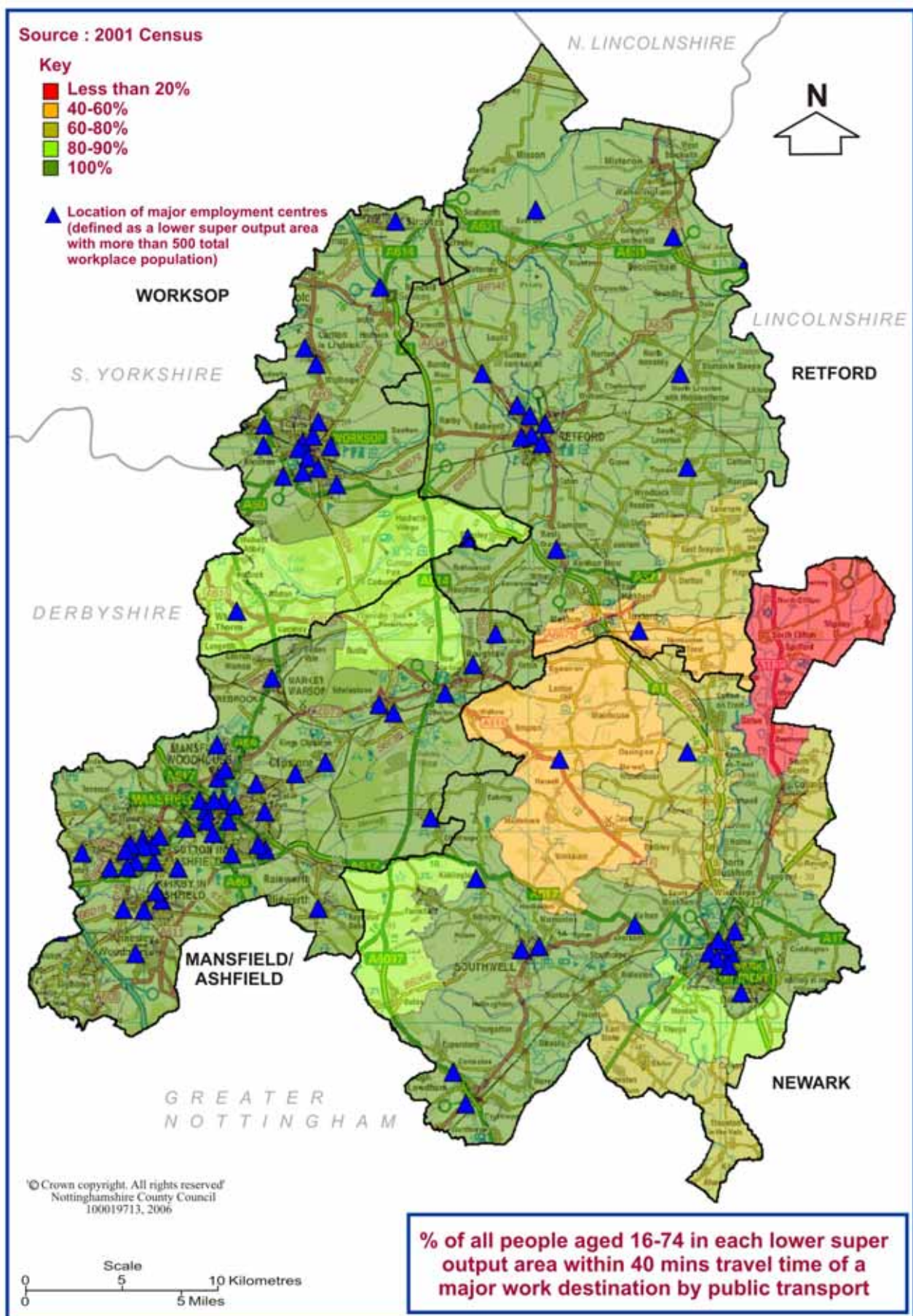


Figure 6.9

The above analysis assumes travel times to the nearest job, whereas in practice people will tend to extend their search for work over a wider area and therefore use the wider public transport network to access jobs. It also makes no assumption about the skill levels which the working population has to offer and the skill levels required of jobs, on the basis that people with higher-level skills and qualifications would be prepared to travel over a wider area to look for work as opposed to those with lower level skills who would perhaps have a limited travel time horizon.

To take these issues into account, a continuous accessibility index for employment has been calculated to show the relative ease by which the population can access jobs across Nottinghamshire as a whole using the public transport network. It is a destination accessibility index for ALL working population aged 16-74 in Nottinghamshire to access ALL jobs in Nottinghamshire as defined in the 2001 Census Workplace Population statistics. It also takes into account jobs outside of the County by including all workplace population within 15km of the County boundary. The index was then recalculated just using origin population employed in lower level routine jobs and workplace destination population employed in jobs requiring similar skills to illustrate the difficulties which these people have in accessing employment opportunities, bearing in mind that this subgroup of the population often do not have access to a car and are dependent on public transport. The results are given in the table below and are shown graphically in figures 6.10 - 6.11.

Access to employment opportunities		
	Accessibility ratios	
Subarea	All households : households with no car	All working pop : population employed in lower skill jobs
North Nottinghamshire overall	1: 1.012	1:1.05
Mansfield/Ashfield	1:1.07	1:1.007
Worksop	1:1.08	1:1
Retford	1:1.029	1:1.08
Newark	1:1.18	1:1.08

The accessibility ratios in the table show how accessibility levels vary between different social groups and different areas of the County, with a ratio approaching 1 (unity) meaning that the accessibility levels for the vulnerable group of the population under consideration mirror those for the overall population as a whole. There is a wide divergence of accessibility levels in the Retford area between all households and households with no car for access to all jobs in Nottinghamshire.

Figure 6.10 highlights those areas of the County which are within the national top 10% of the most deprived Lower Super Output Areas (LSOAs) in the 2004 Index of Multiple Deprivation. Areas around Worksop, Mansfield and Ollerton have high levels of deprivation and at the same time have poor access to jobs in Nottinghamshire. Although the map shows that the rural areas to the east of the County have poor access to jobs, it should be borne in mind that these areas have low base levels of population together with a limited number of jobs available over a wide area within a given travel time horizon, as opposed to a high concentration of jobs available in say the urban areas of the County.

Figure 6.11 shows the accessibility index relating access to ALL jobs requiring lower-level skills by ALL population with lower-level skills. It can be seen that the urban areas of Worksop, Newark, and corridors extending out of Mansfield to Ollerton now have better access to jobs. This may be due to the fact that more jobs requiring lower-level skills are located in these areas, and the dominance of Nottingham City Centre as a major destination for work may have been reduced given that most jobs there are in the service and retail sector thus requiring higher level skills.

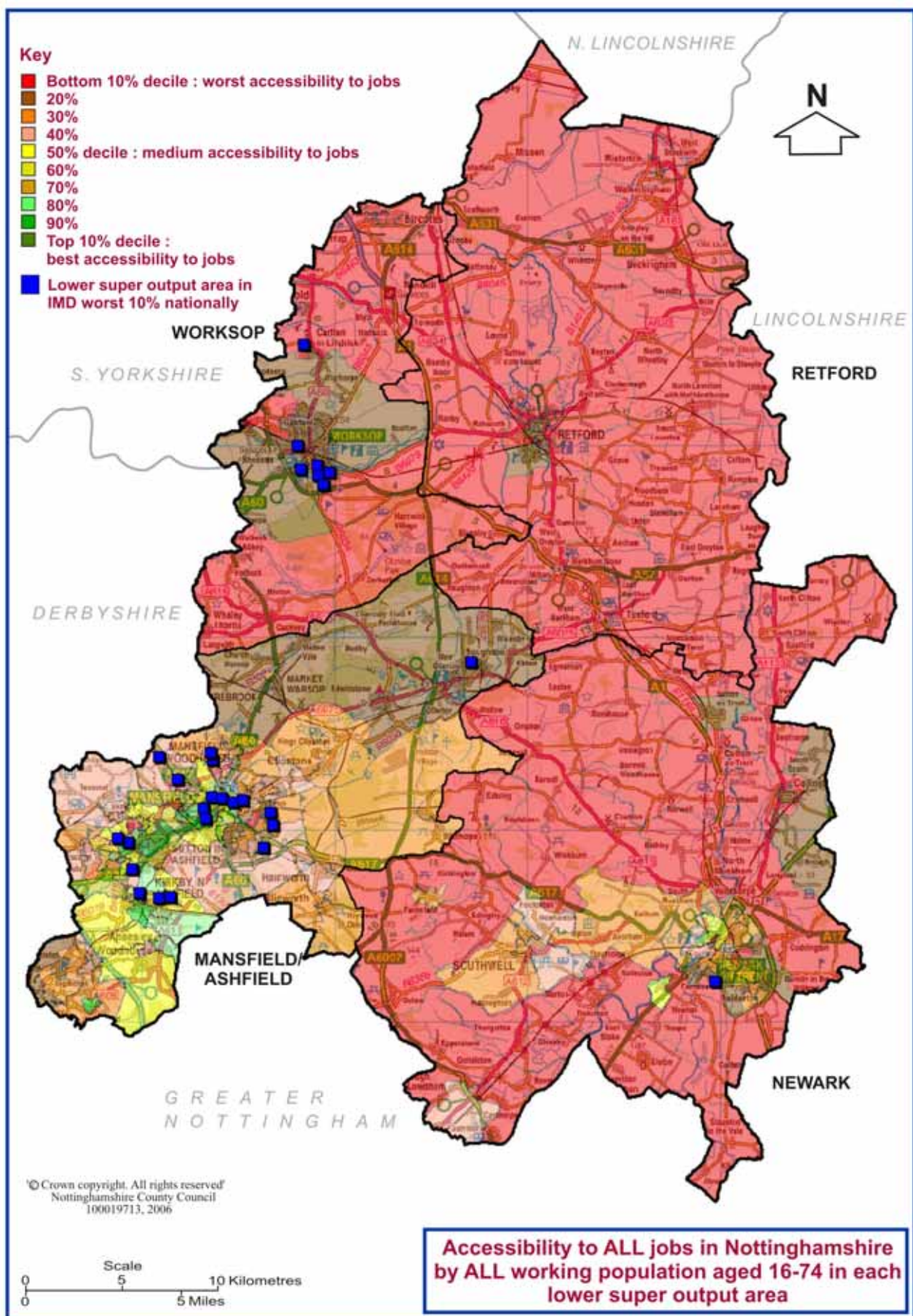


Figure 6.10

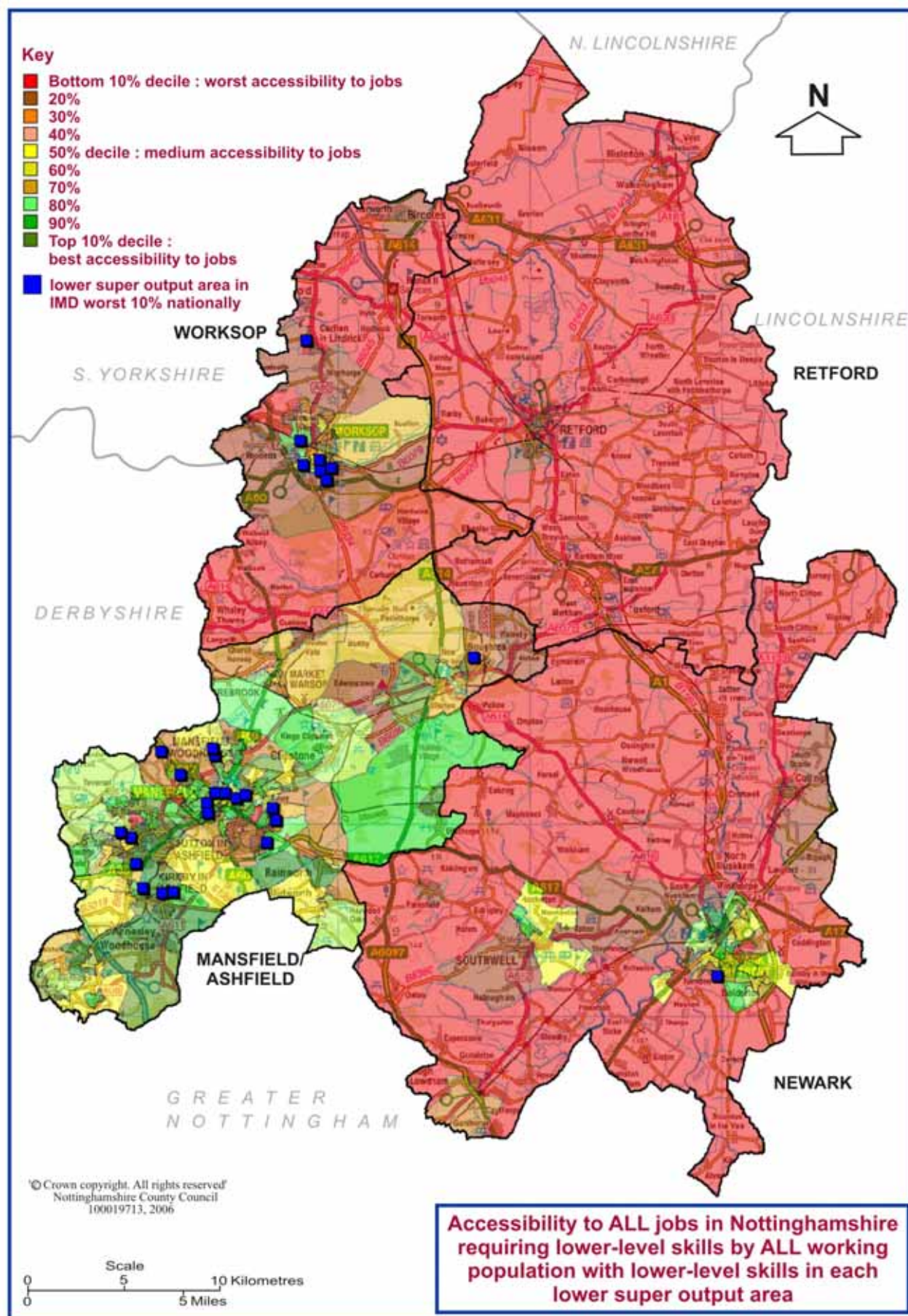


Figure 6.11

6.3 FOOD AND ESSENTIAL SERVICES

Nottinghamshire County Council had expected that a North Nottinghamshire Food Initiatives Group to be developed during autumn 2005 could be used as the basis to understand accessibility need in relation to food and important services. However, the establishment of that group was postponed and so to supplement liaison with individuals on this topic, Nottinghamshire County Council held a themed workshop on access to food and essential services in winter 2005. Attendees of the workshop included Ashfield and Mansfield District PCT, Mansfield District Council, Newark and Sherwood CVS, Newark and Sherwood PCT, Nottinghamshire Rural Community Council and County officers from Social Services, Regeneration and Transport service areas.

Overview

In discussion with stakeholders, a range of issues was highlighted as factors that inhibit access to food and essential services. These included issues relating to:

- User groups: There are different types of people who may have particular access difficulties in relation to food and essential services, including disabled people, people with mental health issues and people on low incomes.
- Rurality: distances travelled, people using services outside the local area, business closing in the local area, limited choice on healthy food in local shops, goods being more expensive in local shops, farmers' shops' location in areas where access by public transport is limited.
- Deprivation: People have a limited income and cannot afford to shop locally.
- Communication: Understanding may be limited as to the services available, people in communities need time to become aware of new public transport services, 'one stop shops' could be used to provide information, resource centres could be used to enable older people to gain information.
- Service delivery: Promotion of community schemes including mobile units, supermarket home delivery services are reliant on people being able to access a computer, District Councils are looking at defined centres as part of the local development framework.
- People: Research is needed into how people currently access services.

Prioritised issues

Following the workshop, the 'who, what, why, when, where, and how' of the priority issues – some strategic, some specific - were used to generate the problem statement tables below, which are not listed in any order of importance. These statements represent the shared understanding of the problem and are an agreed basis for future action.

Bilsthorpe (example of an area with access to food and services problems)	
Who does the problem affect?	Older people, disabled people, people with mental health issues, and people on low incomes.
What are the barriers?	Public transport is infrequent. Some people don't access services within local community. The local shops close as a result of some people with access to a car shopping outside the local community. The local shops charge more for goods than the bigger shops located outside the area. Limited choice on healthy food within local shops. Farmer's shops located in areas where access by public transport is usually not available.
Why is this a priority?	To enable everyone access to healthy, affordable food.
Where are the facilities?	Outside the local community - Mansfield.

Bilsthorpe (example of an area with access to food and services problems)	
How are these services accessed?	Friends and family do shopping for them or they provide them lifts. Public transport. Flexible transport schemes, dial-a-ride, community transport schemes and demand responsive schemes. Via the internet if they have access to a computer. They do not access the services.

Communication	
Who does the problem affect?	Everyone, especially older people, disabled people, people with mental health issues.
What are the barriers?	People are not aware of information or services available. Information is not provided in a format that is easy to understand.
Why is this a priority?	To enable people to access information to enable them to make journeys.
Where are the facilities?	First Contact Signposting Scheme. Resource centres. One-stop shops.
When do people want to access these services?	When market day is within a particular town.
How are these services accessed?	First Contact Signposting Scheme. Resource centres. One-stop shops.

Disabled and older people	
Who does the problem affect?	Disabled and older people.
What are the barriers?	Limited income. People are not aware of information or services available. Information is not provided in a format that is easy to understand. Public transport is infrequent. The local shops charge more for goods than the bigger shops located outside the area. Limited choice on healthy food within local shops. Farmer's shops located in areas where access by public transport is usually not available.
Why is this a priority?	To ensure they are able to access the service that they need.
Where are the facilities?	Outside the local area.
How are these services accessed?	Friends and family do shopping for them or they provide them lifts. Public transport. Flexible transport schemes, dial-a-ride, community transport schemes and demand responsive schemes. Via the internet if they have access to a computer. They do not access the services.

Deprived areas	
Who does the problem affect?	Disabled people, older people, people with mental health issues, people on low income, people who do not have access to a car.
What are the barriers?	They have a limited income. The local shops charge more for goods than the bigger shops located outside the area. Limited choice on healthy food within local shops. Farmer's shops located in areas where access by public transport is usually not available.

Deprived areas	
Why is this a priority?	To ensure that everyone has access to healthy, affordable food.
Where are the facilities?	Rural villages in the surrounding areas of Mansfield and Worksop.
How are these services accessed?	They do not access the services.

Rurality	
Who does the problem affect?	People in rural areas.
What are the barriers?	Public transport is infrequent. The local shops close as a result of some people with access to a car shopping outside the local community. The local shops charge more for goods than the bigger shops located outside the area. Limited choice on healthy food within local shops. Farmer's shops located in areas where access by public transport is usually not available.
Why is this a priority?	To enable everyone access to healthy, affordable food.
Where are the facilities?	Outside the local area.
How are these services accessed?	Friends and family do shopping for them or they provide them lifts. Public transport. Flexible transport schemes, dial-a-ride, community transport schemes and demand responsive schemes. Via the internet if they have access to a computer. They do not access the services.

Delivery and location of food and services	
Who does the problem affect?	Everyone, especially older people, disabled people, people with mental health issues and people who do not have access to a car.
What are the barriers?	Services are located in places that are inaccessible. Access to services by public transport is limited or non-existent.
Why is this a priority?	As at present, services are delivered or located in areas that are inaccessible by public transport.
Where are the facilities?	Outside the local area.
How are these services accessed?	Friends and family do shopping for them or they provide them lifts. Public transport. Flexible transport schemes, dial-a-ride, community transport schemes and demand responsive schemes. They do not access the services.

Illustrative maps and analysis

The table below shows the results of the National Core Accessibility Indicators as recalculated by Nottinghamshire County Council in January 2006. The results are shown graphically in figures 6.12 - 6.15.

Access to Food & Essential Services : Supermarkets		
	15 min PT journey time threshold	30 min PT journey time threshold

Access to Food & Essential Services : Supermarkets				
Subarea	% of all households within threshold	% of households with no car within threshold	% of all households within threshold	% of households with no car within threshold
North Nottinghamshire overall	83%	89%	82%	99%
Mansfield/Ashfield	91%	93%	100%	100%
Worksop	81%	87%	98%	99%
Retford	58%	75%	89%	95%
Newark	77%	89%	95%	97%

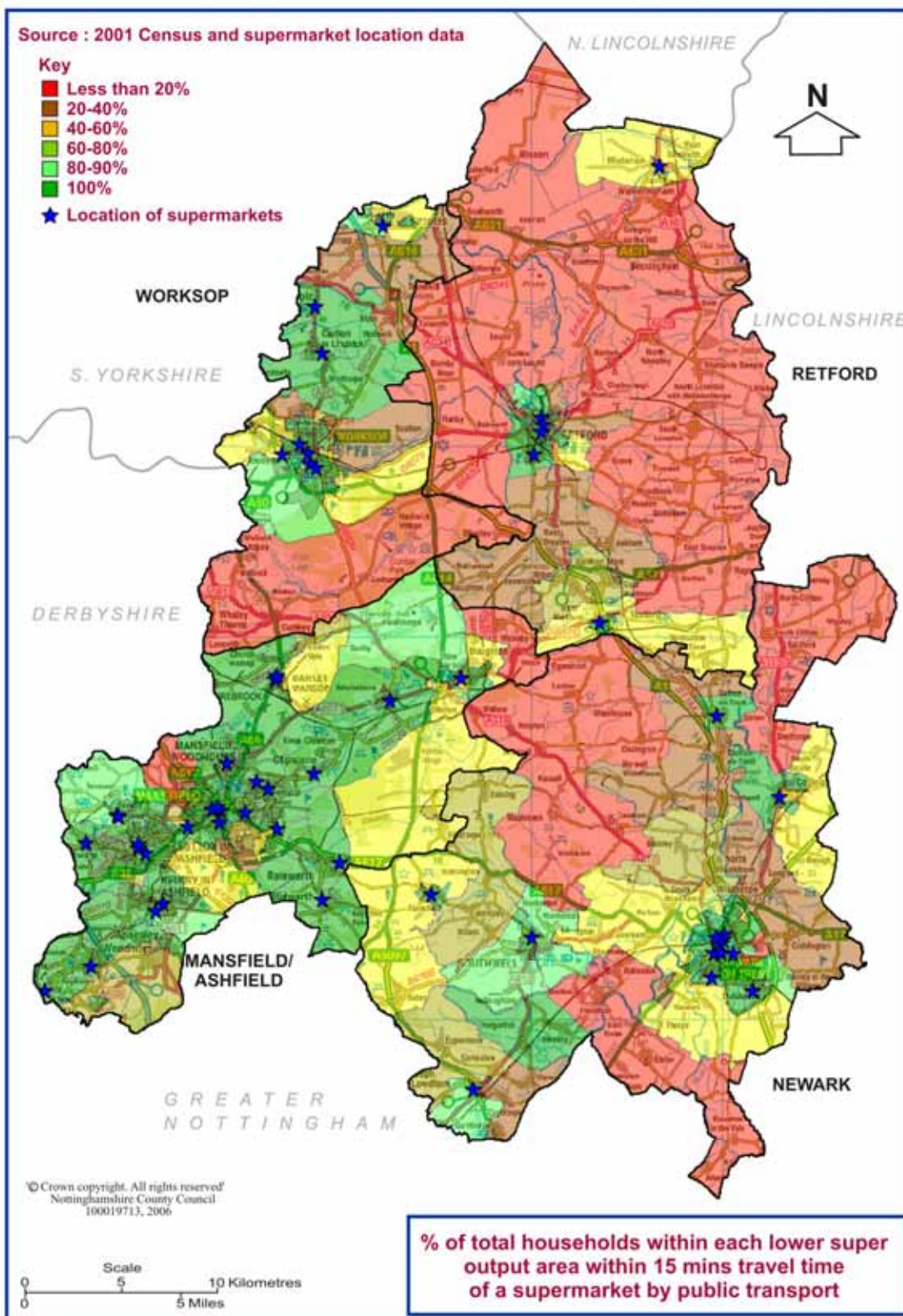


Figure 6.12

Again, the analysis in the above table and as shown on the maps shows that the Retford subarea has poor access to major retail centres and to supermarkets.

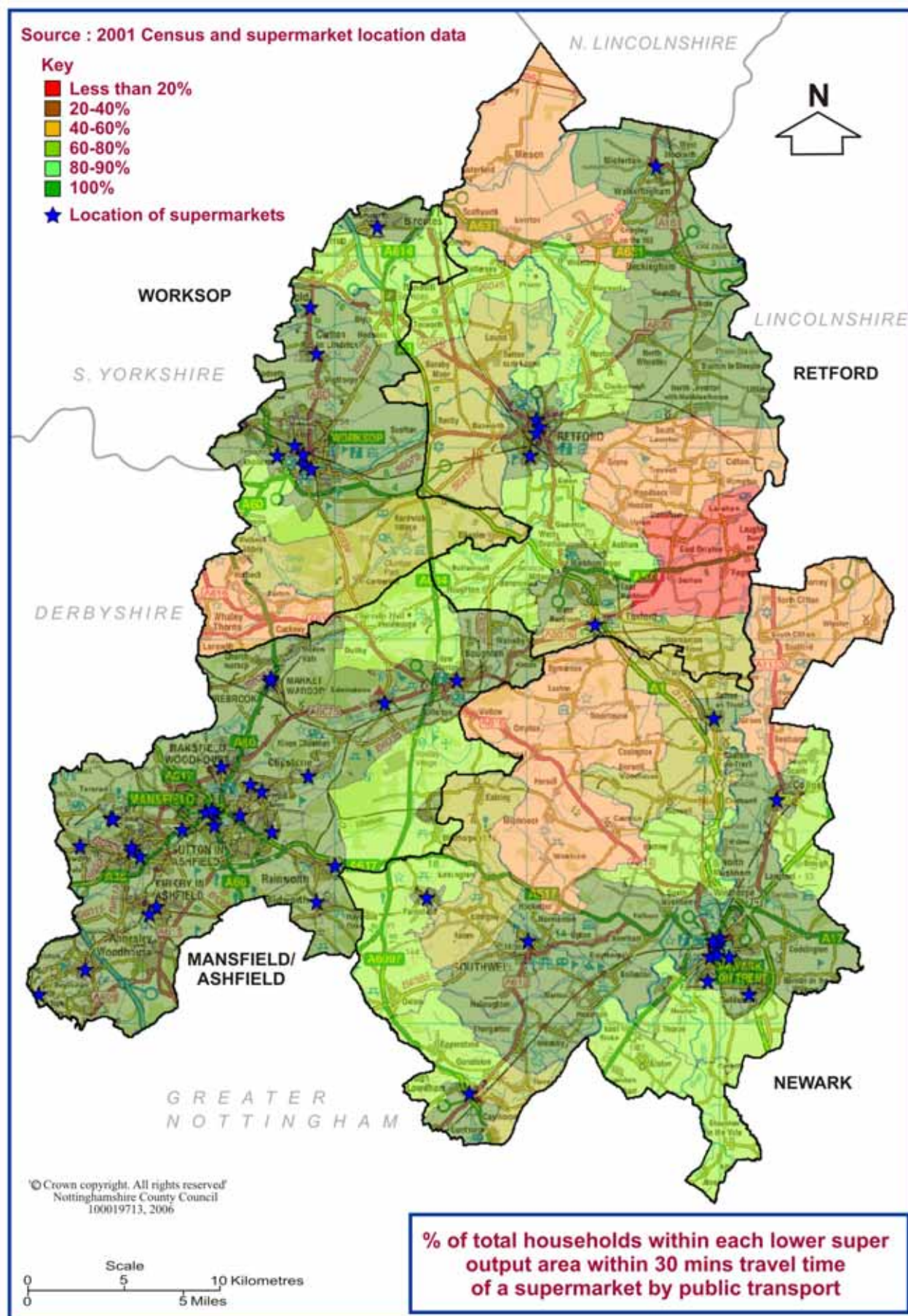


Figure 6.13

Access to Food & Essential Services : Major Retail Centre				
	15 min PT journey time threshold		30 min PT journey time threshold	
Subarea	% of all households within threshold	% of households with no car within threshold	% of all households within threshold	% of households with no car within threshold
North Nottinghamshire overall	61%	68%	94%	97%
Mansfield/Ashfield	81%	83%	99%	99%
Worksop	33%	40%	96%	97%
Retford	40%	58%	78%	84%
Newark	38%	45%	88%	95%

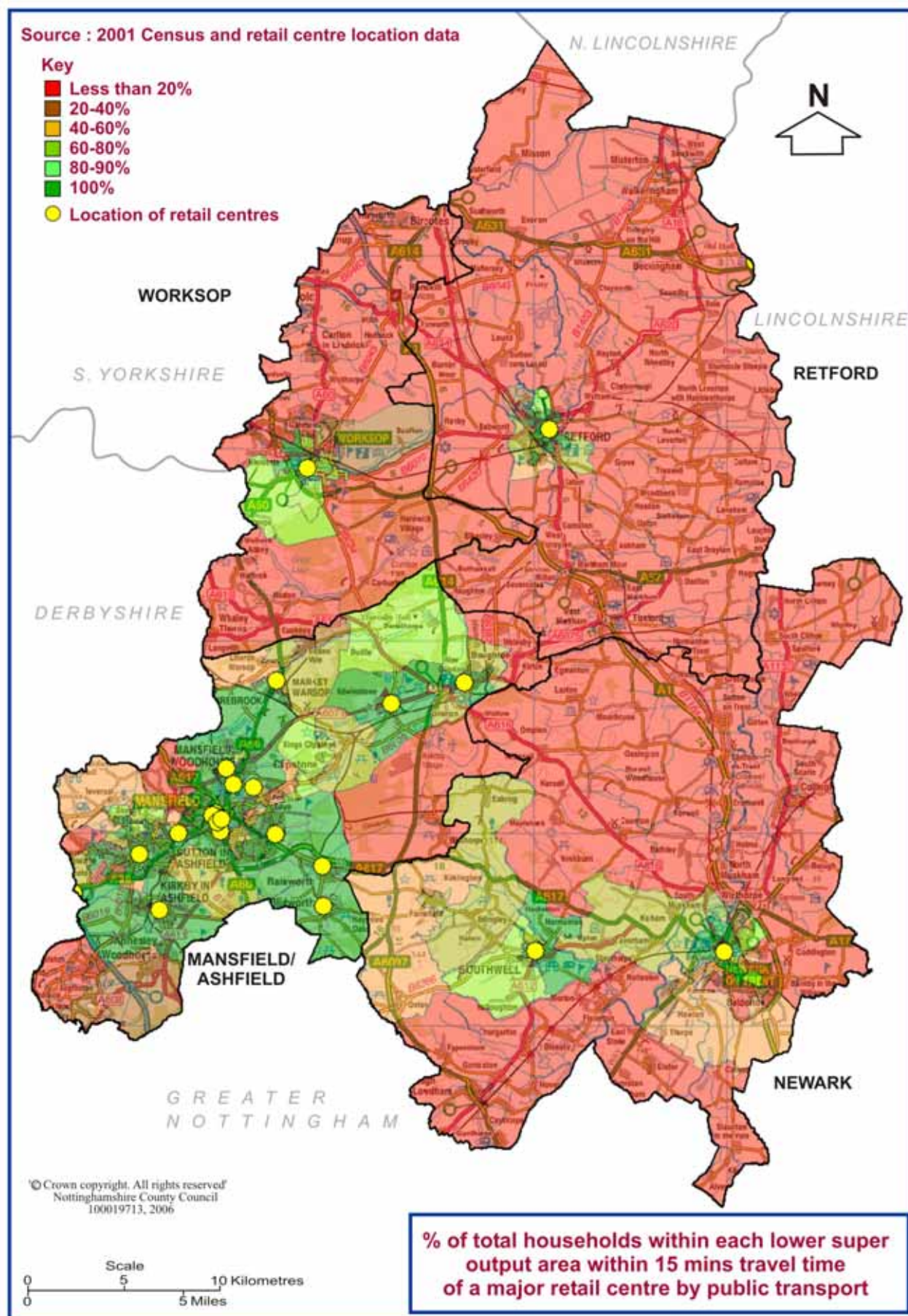


Figure 6.14

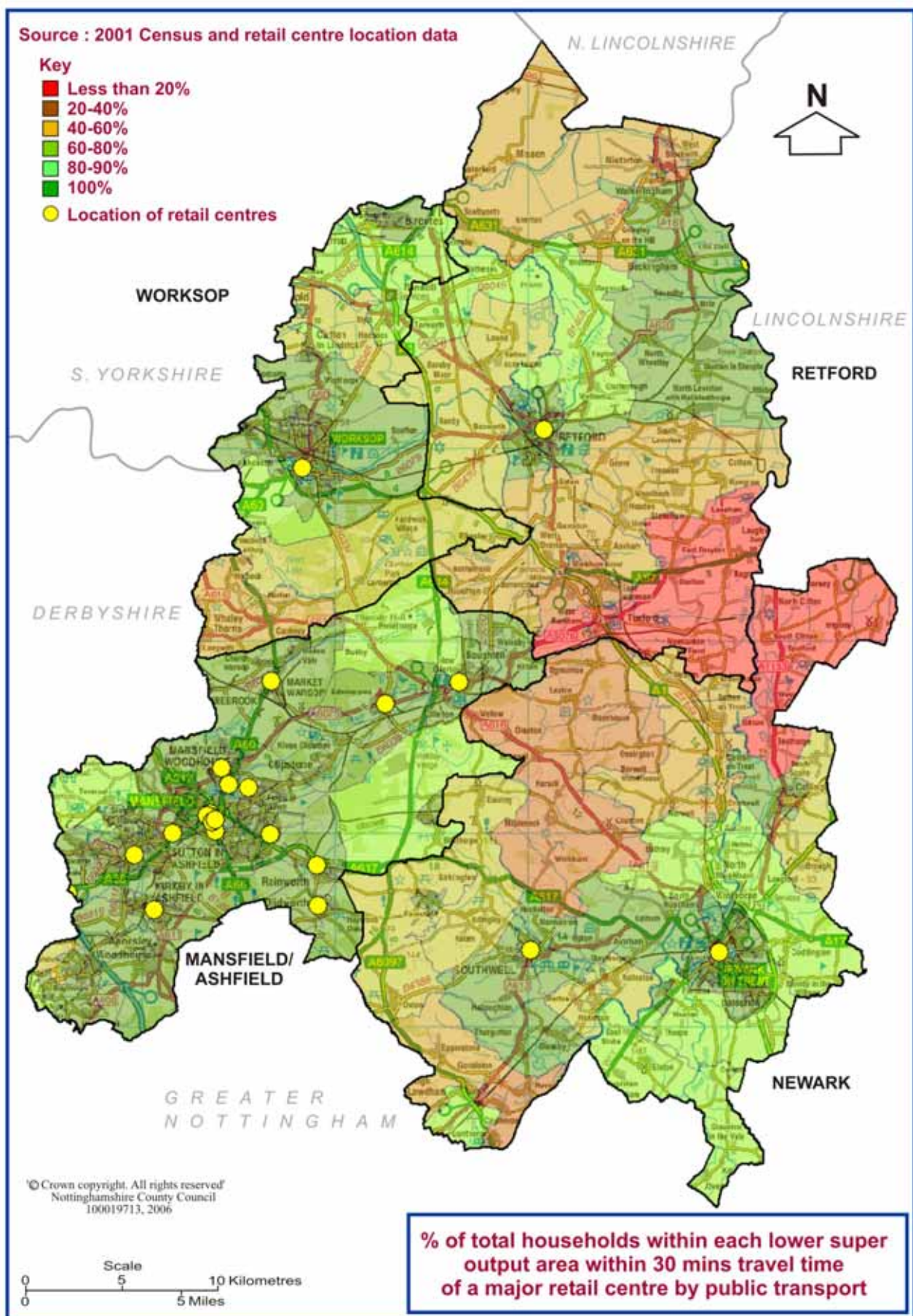


Figure 6.15

Figures 6.16 - 6.18 show the results of the 2005 North Nottinghamshire Personal Travel Survey concerning access to respondents' nearest proper food store. The following points arising out of an analysis of the results are worth noting.

- 27% of respondents living in Worksop without access to the household car thought access to food stores as being particularly difficult (% of respondents rating access as 'difficult/very difficult'.
- 18% of respondents living in Worksop in a household without a car thought access to food stores as being particularly difficult
- 48% of respondents who thought access to food stores as being particularly difficult lived within two minutes walk of a bus stop with an hourly or better service on weekdays.
- 56% of respondents living in Worksop who thought access to food stores as being particularly difficult lived within two minutes walk of a bus stop with an hourly or better service on weekdays.

This latter point suggests that the provision of better public transport information and better notification of the location of shops selling healthy food could raise respondents' perceptions of accessibility to food stores.

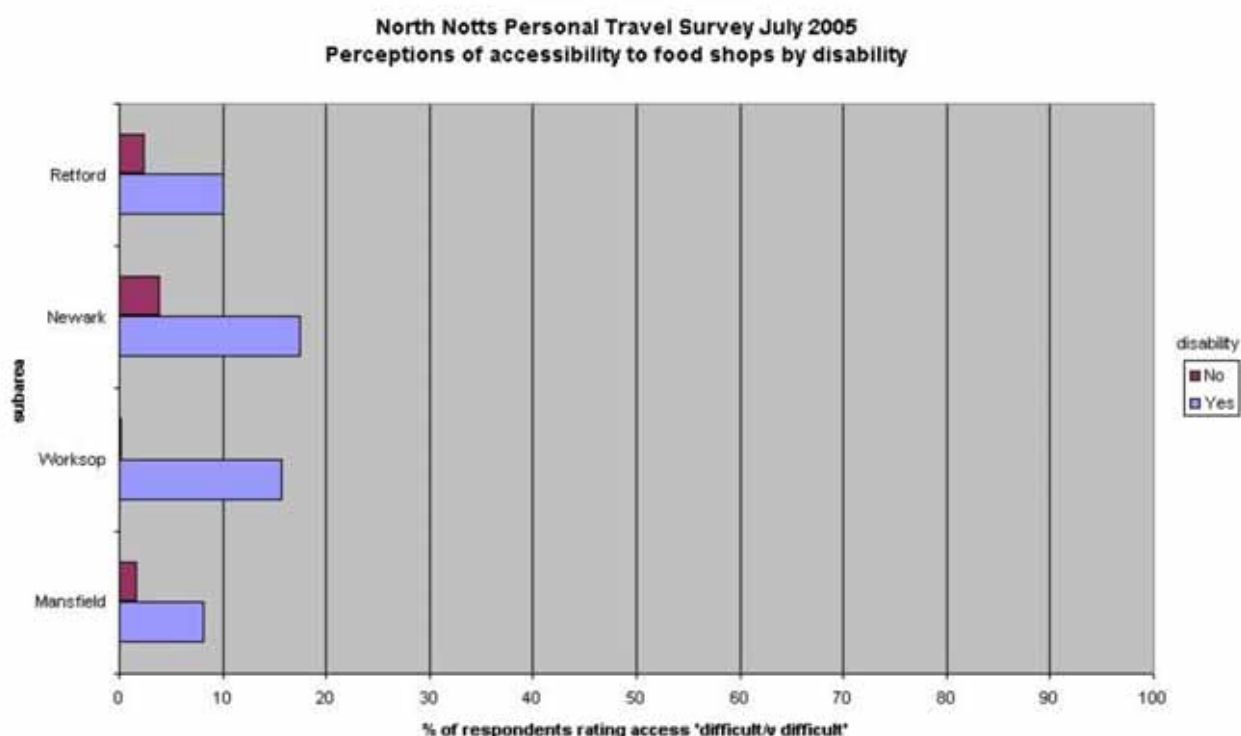


Figure 6.16

North Notts Personal Travel Survey July 2005
Perceptions of accessibility to food shops by access to the household car

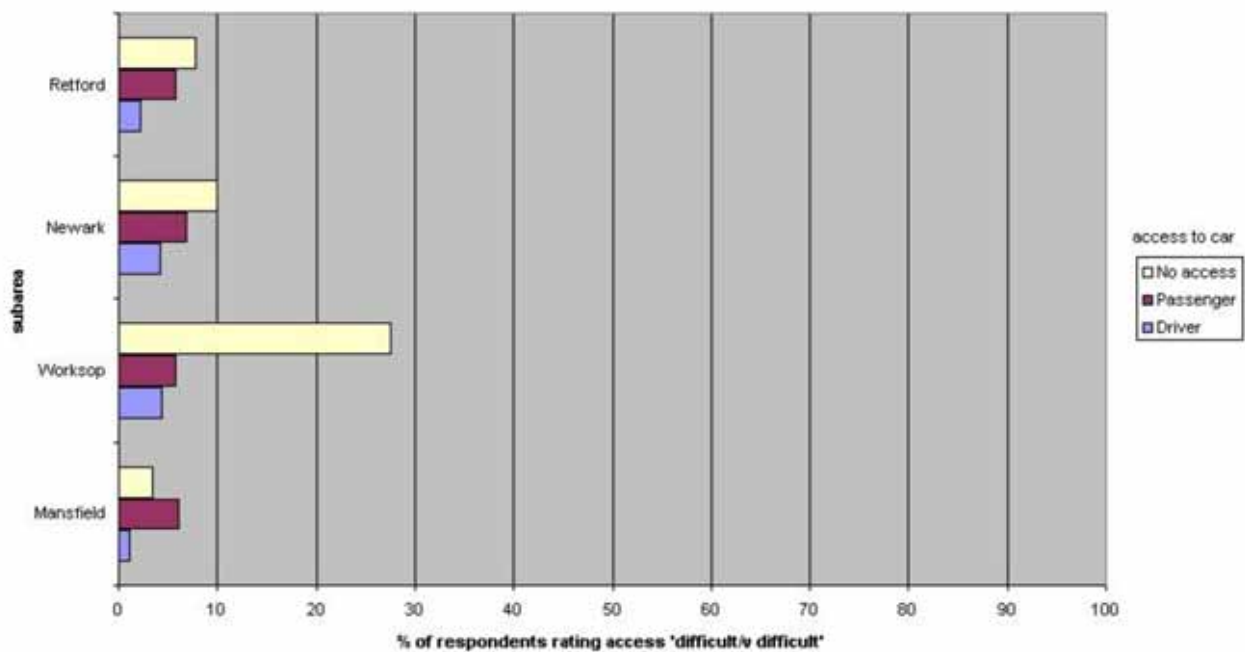


Figure 6.17

North Notts Personal Travel Survey July 2005
Perceptions of accessibility to food shops by number of cars in household

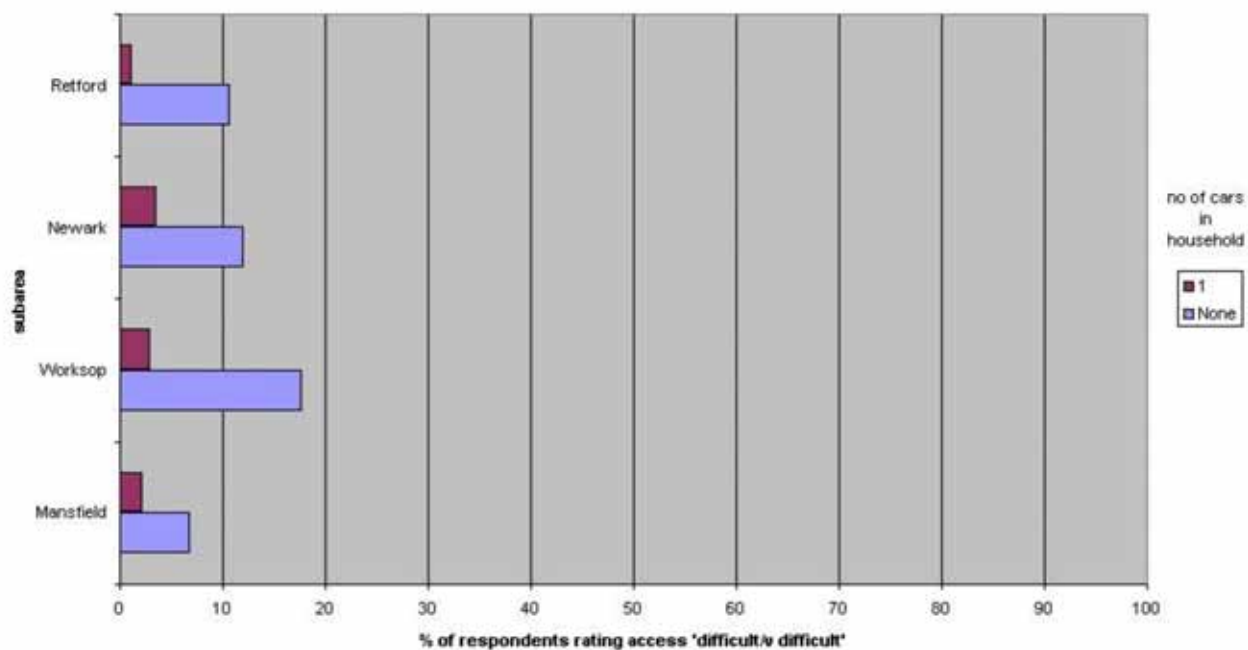


Figure 6.18

Figure 6.19 shows the Barriers to Housing and Essential Services domain of the 2004 Index of Multiple Deprivation. The difficulty in accessing essential services in rural areas is most apparent from this map.

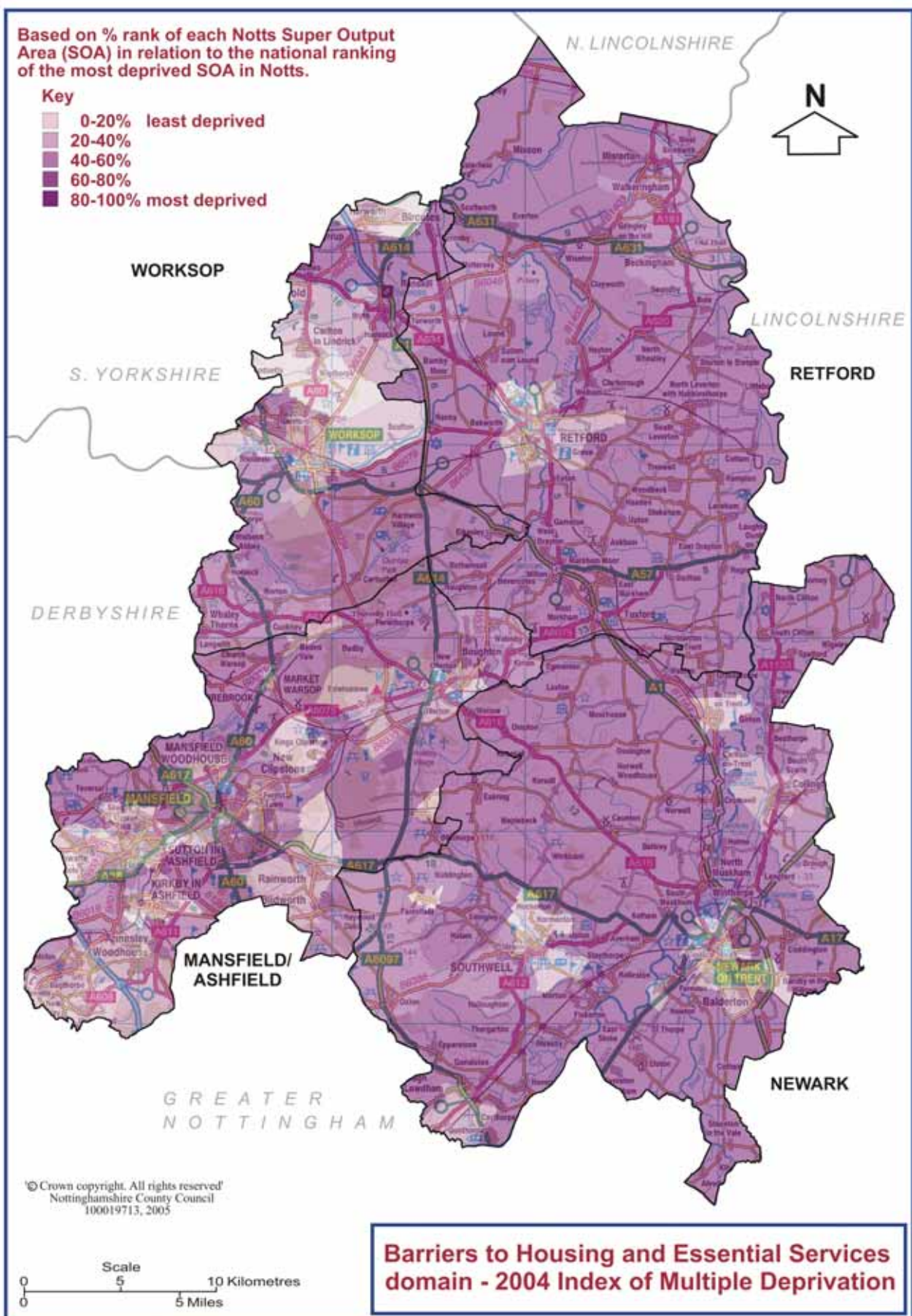


Figure 6.19

6.4 HEALTH

A workshop considering access to healthcare was held for the North Nottinghamshire LTP area, to add to the valuable contributions gathered from wider reference group attendees and discussions with individuals. Attendees of the workshop included Bassetlaw PCT, Doncaster and Bassetlaw NHS Foundation Trust, Mansfield District and Ashfield PCT, Newark and Sherwood PCT, Sport England, Sherwood Forest Hospitals NHS Trust, Nottinghamshire Healthcare NHS Trust, Newark and Sherwood CVS and County officers from Transport service areas.

Overview

The following issues emerged through dialogue with health sector stakeholders:

- Appointment times: unreliable public transport leading to missed appointments; appointments at unsuitable times to provide easy access
- Disparity of costs: the cost of public transport can vary by area
- Split-site hospitals: where hospitals are on split sites, e.g. Kings Mill hospital, especially within rural districts, inter-site travel can be problematic; patients can find it difficult to access facilities outside their district
- GP surgeries: Wednesday afternoon closing can cause accessibility problems to other facilities
- Out of hours service: accessing health services out of hours between 6:30pm and 8:00am
- Parking: availability of car parking at hospitals for patients, visitors and staff, an acute problem for people travelling from rural areas
- Gaps in service provision: some people cannot use public transport but are not eligible for hospital transport; responsibility for this issue has not been resolved
- Awareness of services: marketing of information for transport to health facilities needs to be improved; information is not always readily available for some groups of people
- Lack of direct routes: this may be problematic for people from rural areas who may find the journey back home difficult
- Penetration of buses into hospitals: especially at Kings Mill hospital
- Location of GP surgeries: GPs should be encouraged to be located in certain areas, particularly areas of social deprivation; access difficulties to out of town locations; however, there is a drive to locate outpatient facilities in the community
- Worksop town centre to Bassetlaw Hospital: it can be difficult to access Bassetlaw Hospital from Worksop town centre due to limited public transport provision
- Choice of facility: patient choice is limited for people who do not have a car
- Diverse users and hard to reach groups: their specific transport needs
- Local Improvement Finance Trust (LIFT): a Government programme supplementing investment in primary health and social care premises by rebuilding local facilities, enhancing the provision of services and, assisting social regeneration. It is anticipated the first buildings in the LTP area will be completed by 2007. Developments are currently being progressed at Ashfield Health Village; Balderton One Stop Shop; Bull Farm Primary Care Resource Centre; Harworth Primary Care Centre; Rainworth Primary Care Resource Centre; Retford Primary Care Centre; Warsop One Stop Shop
- Regional Treatment Centres: specialist centres with a wide catchment area, e.g. the Independent Sector Treatment Centre at Barlborough Links by junction 30 of the M1 (outside the LTP area but with a catchment including North Nottinghamshire)

Prioritised issues

Hard to reach groups and equality	
Who is affected?	Ethnic minority groups, seasonal workers, asylum seekers, homeless people, disabled people, older people and socially excluded people.

Hard to reach groups and equality

What are the barriers?	The cost of public transport, the routes taken on the services, and the reliability of public transport. There is a lack of information on public transport; the timetable of services to health facilities for appointments does not match appointment times. There is a fear and a perception of crime and safety in using public transport.
Why is this a priority?	The amount of 'Did Not Attends' (DNAs) has an impact on the NHS targets. There is a need to tackle health inequalities, as all people should be able to access health facilities. Transport is a barrier to people accessing health facilities.
Where are the facilities?	All areas of the community.
How are these services accessed?	By passenger transport or they do not access health facilities.

Timing and location of services

Who is affected?	People with disabilities, older people, people who are rurally isolated and people who have limited access to travel either by car or by public transport.
What are the barriers?	The health facility or service is located a long way from where they live, the appointments are made to suit the provider and not the user and lead to difficulties in getting to appointments.
Why is this a priority?	It is an equality issue; health services should be accessible to all. It has an impact on the health targets and the amounts of the 'Did Not Attends'. People who cannot access services may develop problems of worsening ill health.
Where are these facilities?	They are usually located in urban areas.
How are these services accessed?	They are accessed by voluntary transport or people rely on friends and family to give them a lift.

Cost of transport

Who is affected?	People in rural areas, people on low incomes, people who do not meet the criteria for travel assistance.
What are the barriers?	The cost of travel to health facilities either by public transport or private car and the associated costs of parking on health sites. There is a lack of integrated ticketing between different modes of public transport and across authority areas. The costs of travel differ between authority areas.
Why is this a priority?	There is a need to tackle health inequalities, as health facilities should be accessible to all. The amount of 'Did Not Attends' impacts on the health targets, the cost of transport could assist in reducing the number of DNAs.
Where are these facilities?	Public transport, private car and hospital facilities.
How are these services accessed?	Either they are accessed by public transport or private car or they are reliant on friends and family to provide lifts. It is dependent on the availability of funds.

Travel information

Who is affected?	Disabled people, socially disadvantaged people, socially isolated people and people in rural areas.
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Travel information	
What are the barriers?	Out of date, incorrect or not readily available information on public transport, which can be difficult to understand or not available in a suitable format. There is a difficulty obtaining information if cross border travel is required.
Why is this a priority?	Improving information and clarity of information will be beneficial to everyone. It has an impact on health targets and can have a detrimental effect on health if people cannot access information to enable travel to health facilities.
Where are the facilities?	Bus stops, passenger transport operators, travel centres, via telephone and on the internet.
How are these services accessed?	Timetable information at bus stops, via telephone, internet or not accessed at all.

Illustrative maps and analysis

The tables below show the results of the National Core Accessibility Indicators as recalculated by Nottinghamshire County Council in January 2006. The results are also shown graphically in figures 6.20 - 6.24.

Access to Healthcare facilities : GP Surgeries				
	15 min PT journey time threshold		30 min PT journey time threshold	
Subarea	% of all households within threshold	% of households with no car within threshold	% of all households within threshold	% of households with no car within threshold
North Nottinghamshire overall	82%	89%	98%	99%
Mansfield/Ashfield	93%	94%	100%	100%
Worksop	82%	90%	99%	99%
Retford	56%	74%	88%	95%
Newark	68%	76%	95%	98%

Access to Healthcare facilities : Hospitals				
	30 min PT journey time threshold		60 min PT journey time threshold	
Subarea	% of all households within threshold	% of households with no car within threshold	% of all households within threshold	% of households with no car within threshold
North Nottinghamshire overall	71%	78%	98%	99%
Mansfield/Ashfield	72%	76%	99%	100%
Worksop	87%	85%	99%	100%
Retford	61%	75%	97%	98%
Newark	59%	77%	92%	97%

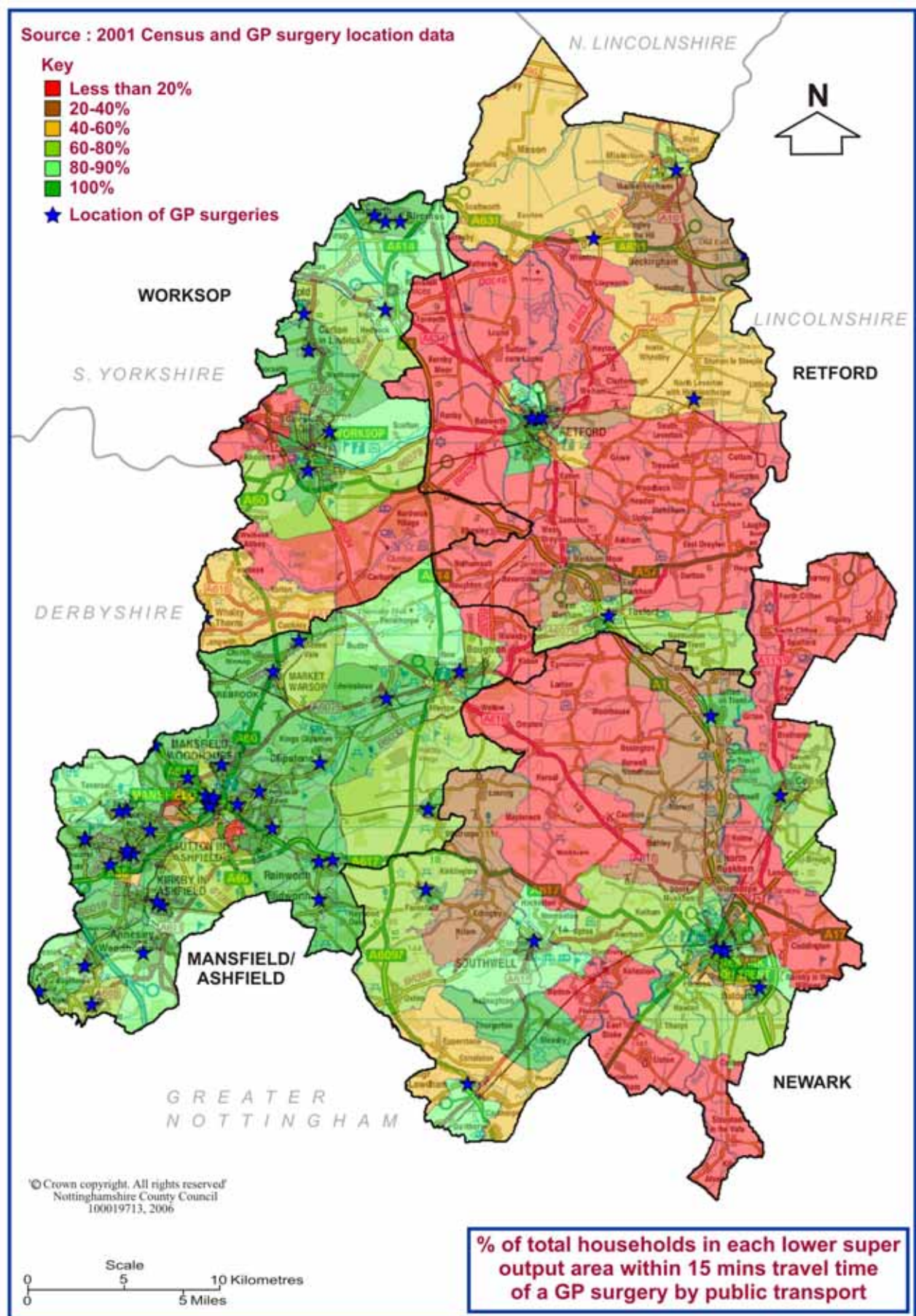


Figure 6.20

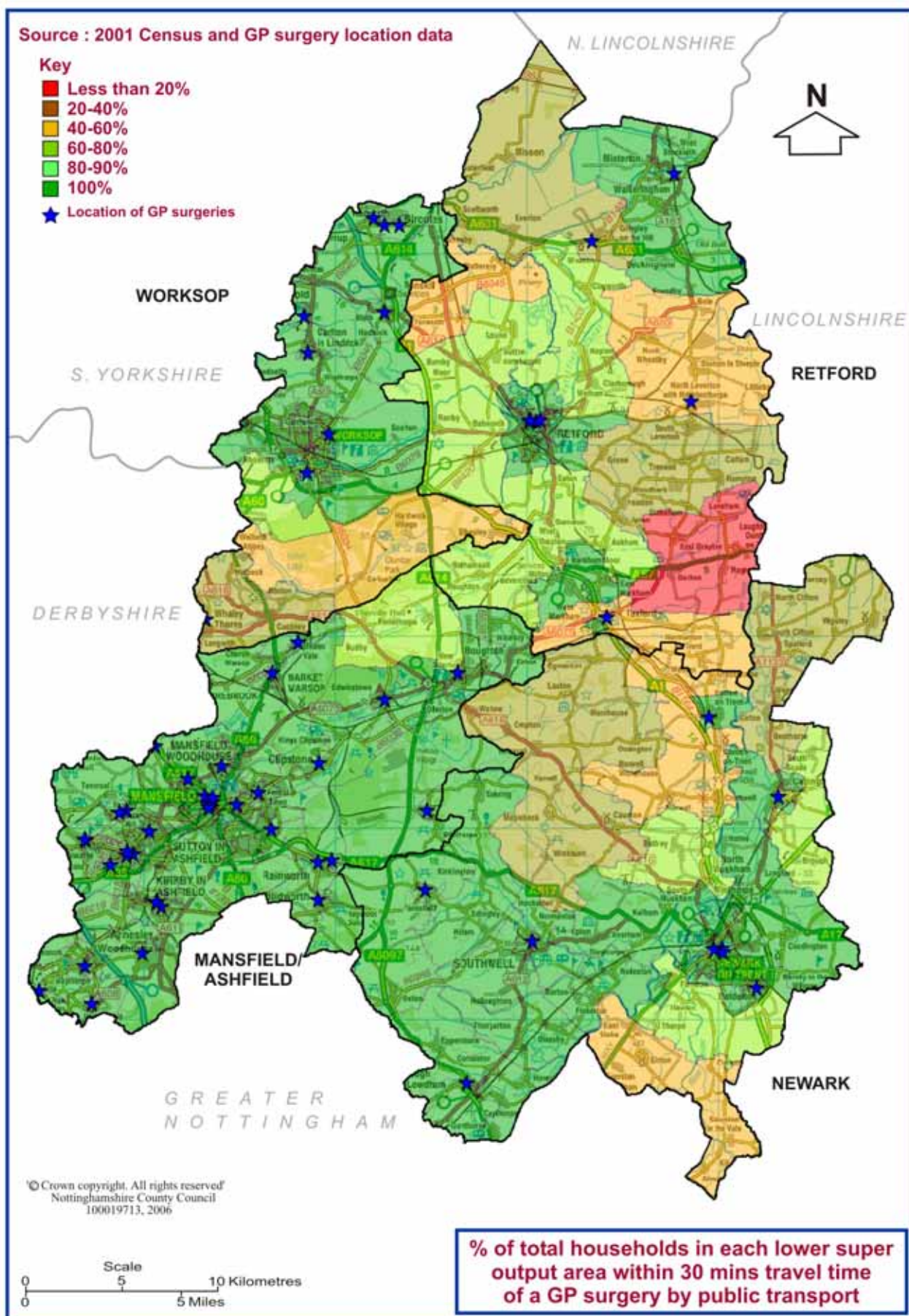


Figure 6.21

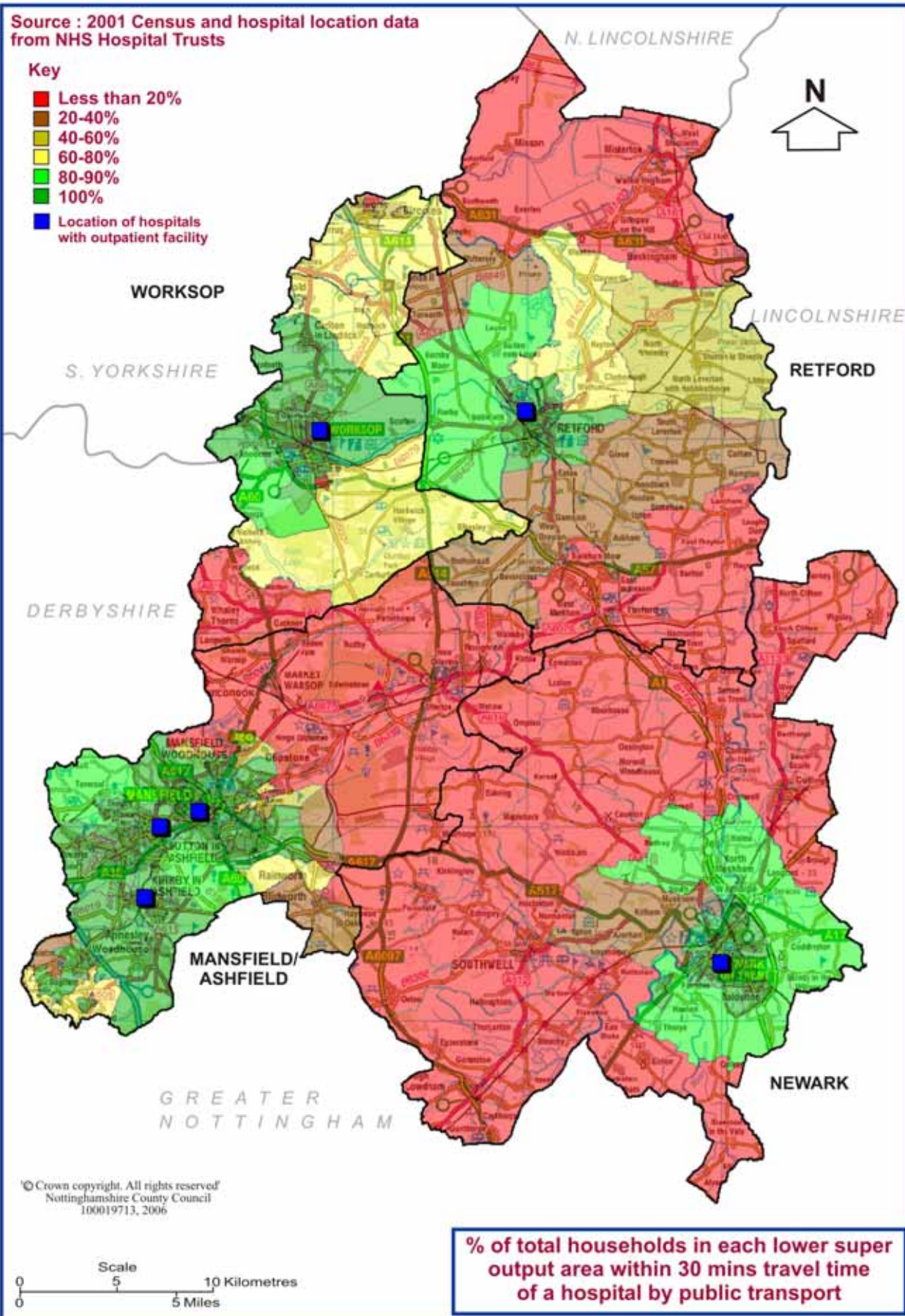


Figure 6.22

People living in the Retford and Newark areas have lower levels of access to hospitals than those living in Mansfield/Ashfield and Worksop. It should be borne in mind that the major hospitals in the area are at Mansfield and Worksop, meaning that people from other areas in North Nottinghamshire might have to travel to these hospitals for treatment. To access these hospitals involves for most people a change of bus, and therefore some people may have difficulties in accessing these sites.

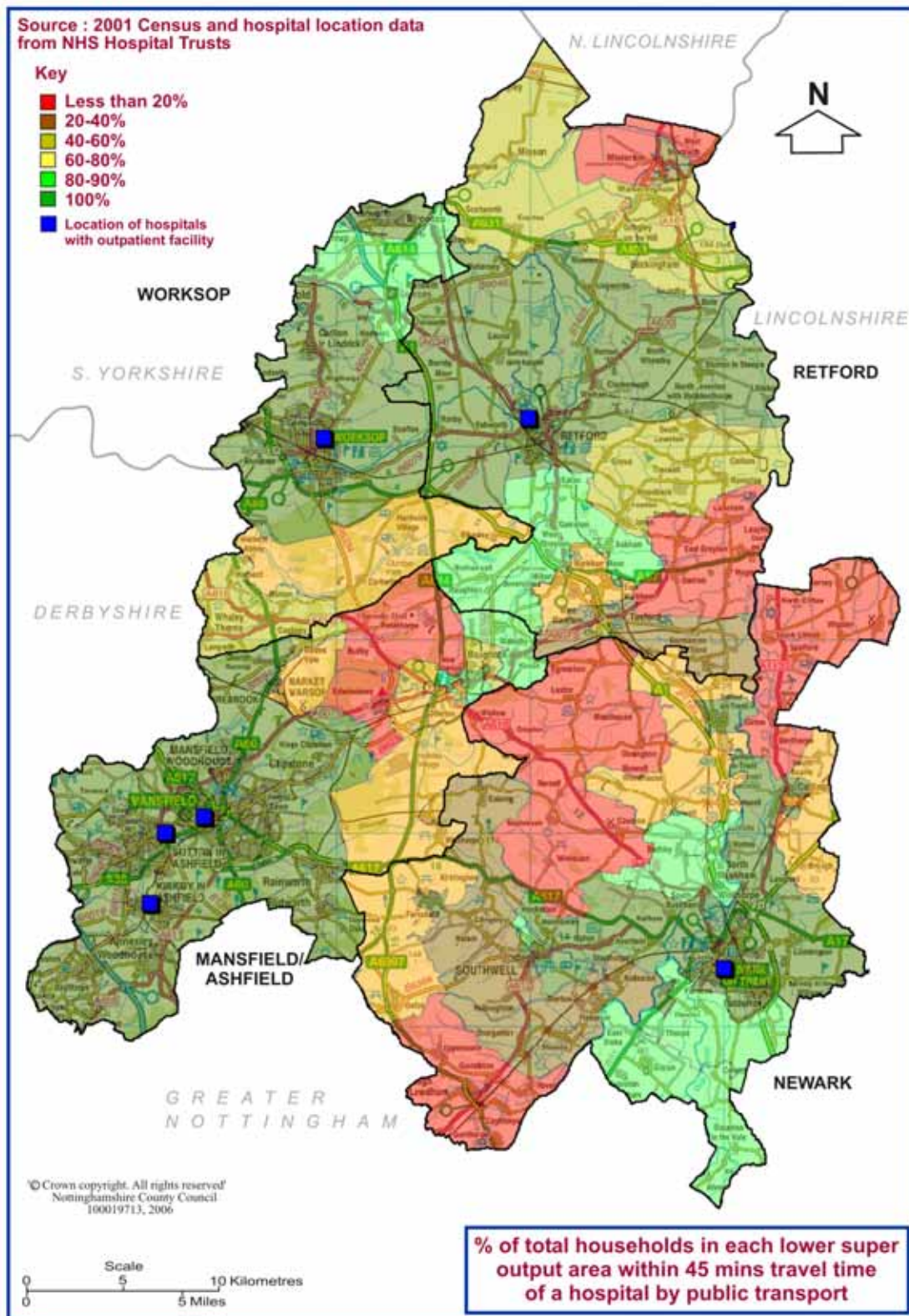


Figure 6.23

Source : 2001 Census and hospital location data
from NHS Hospital Trusts

Key

- Less than 20%
- 20-40%
- 40-60%
- 60-80%
- 80-90%
- 100%
- Location of hospitals with outpatient facility

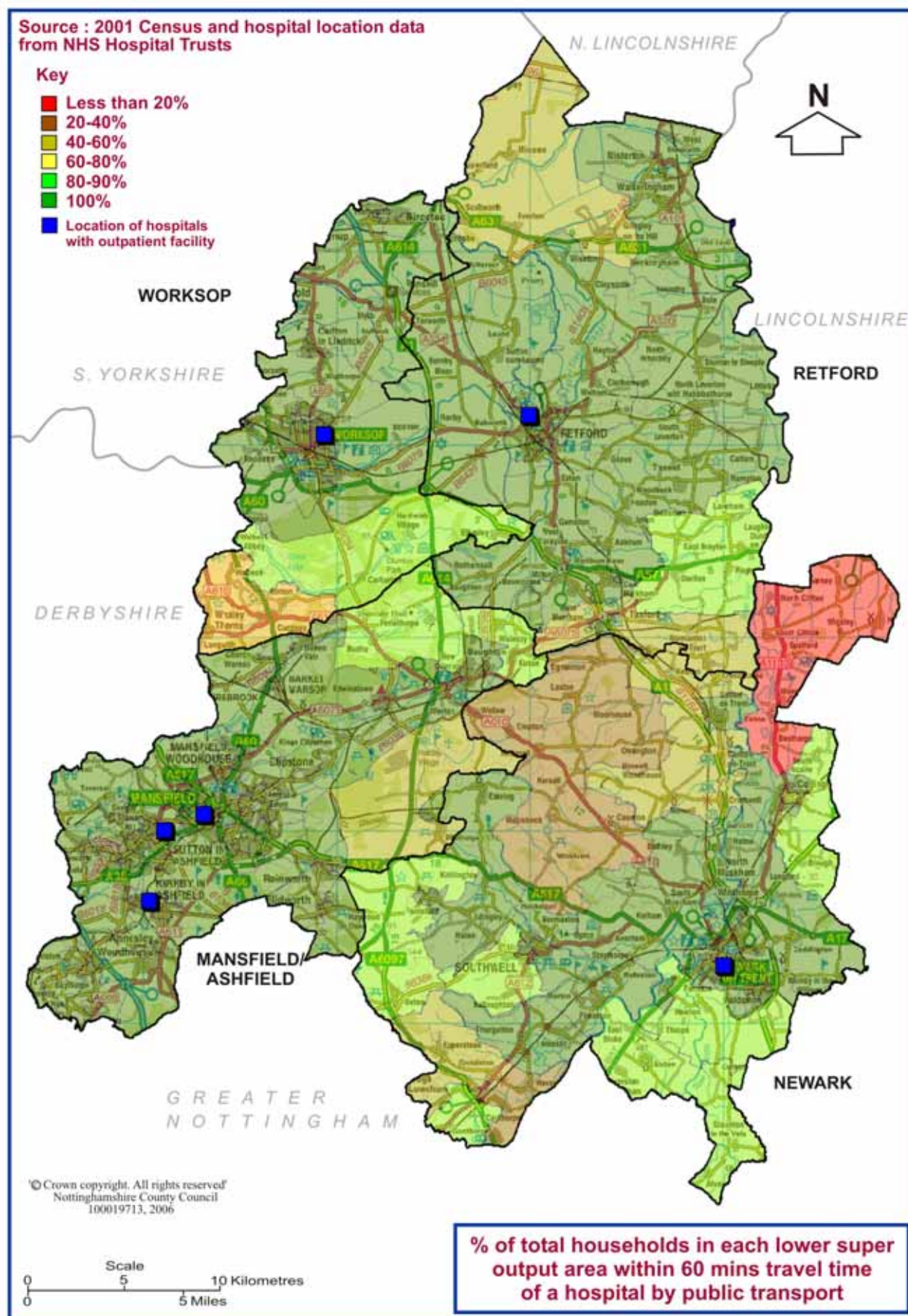


Figure 6.24

The above work takes no account of the contribution made by voluntary car and community transport schemes in meeting patient needs for transport from home to GP surgeries, health centres and hospitals. The draft Nottinghamshire Community Transport Strategy published in February 2006 makes reference to the fact that the County Council intends to work with the Primary Care Trusts to formulate policies for better transport provision particularly for those patients having difficulties accessing health facilities by conventional public transport.

Figures 6.25 - 6.27 show the results of the 2005 North Nottinghamshire Personal Travel Survey concerning access to health facilities. Overall, just over 10% of total respondents thought access to health facilities as being particularly difficult (respondents rating access as 'difficult/very difficult'. A summary of the results broken down by subarea and other key categories is given below.

Disability

- 20% of total respondents with a disability thought access to health facilities was particularly difficult.
- 26% of all disabled respondents living in Newark and 25% of all disabled respondents living in Worksop thought access to health facilities was particularly difficult.

Access to household car

- 14% of total respondents with no access to a car thought access to health facilities was particularly difficult.
- 21% of respondents living in Worksop and 20% of respondents living in Newark with no access to a car thought access to health facilities was particularly difficult.

Number of cars in household

- 15% of total respondents living in households with no car thought access to health facilities was particularly difficult.
- 27% of respondents living in households with no car in Newark thought access to health facilities was particularly difficult.

Age

- 54% of total respondents over 60 years of age thought access to health facilities was particularly difficult.

Socio-economic grouping of household

- 45% of total respondents in the lower socio-economic groups (classes D & E) thought access to health facilities was particularly difficult

Walking distances to the public transport network

- 40% of total respondents who thought access to health facilities was particularly difficult lived within two minutes walk of a bus stop with an hourly or better service on weekdays.
- 52% of respondents living in Worksop and 46% of respondents living in Mansfield who thought access to health facilities was particularly difficult lived within 2 minutes walk of a bus stop with an hourly or better service on weekdays.

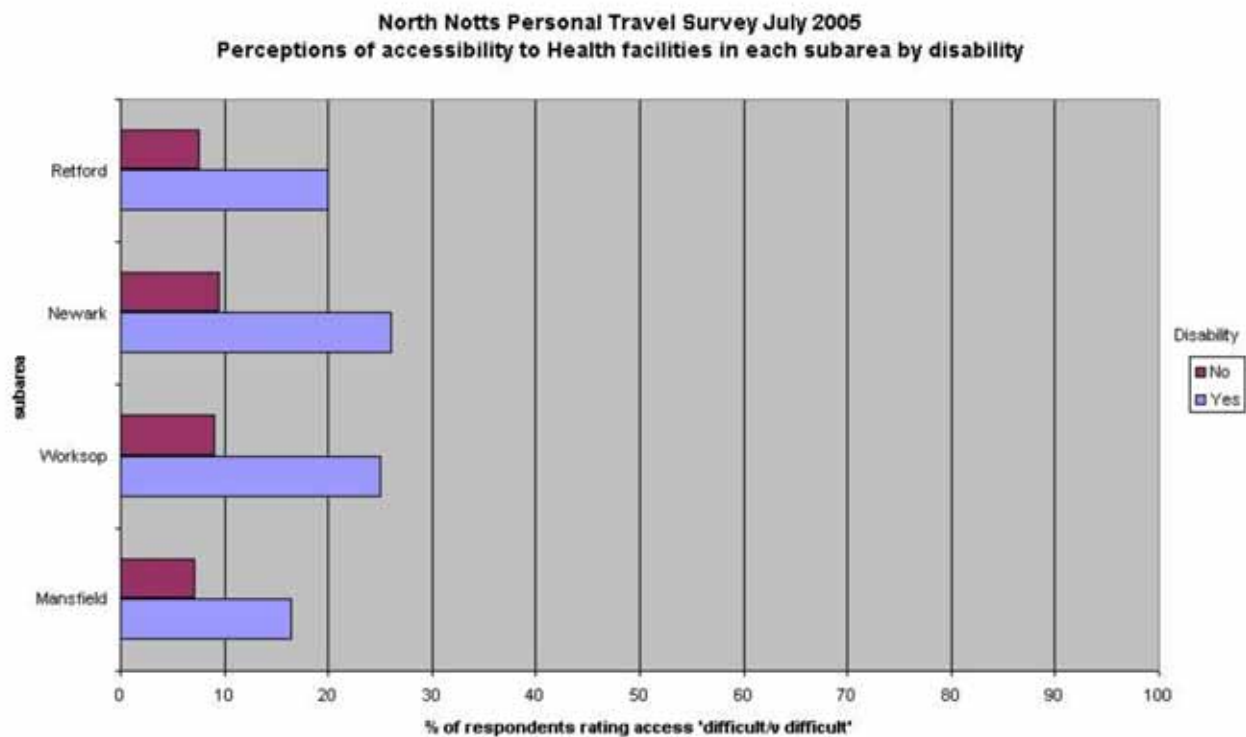


Figure 6.25

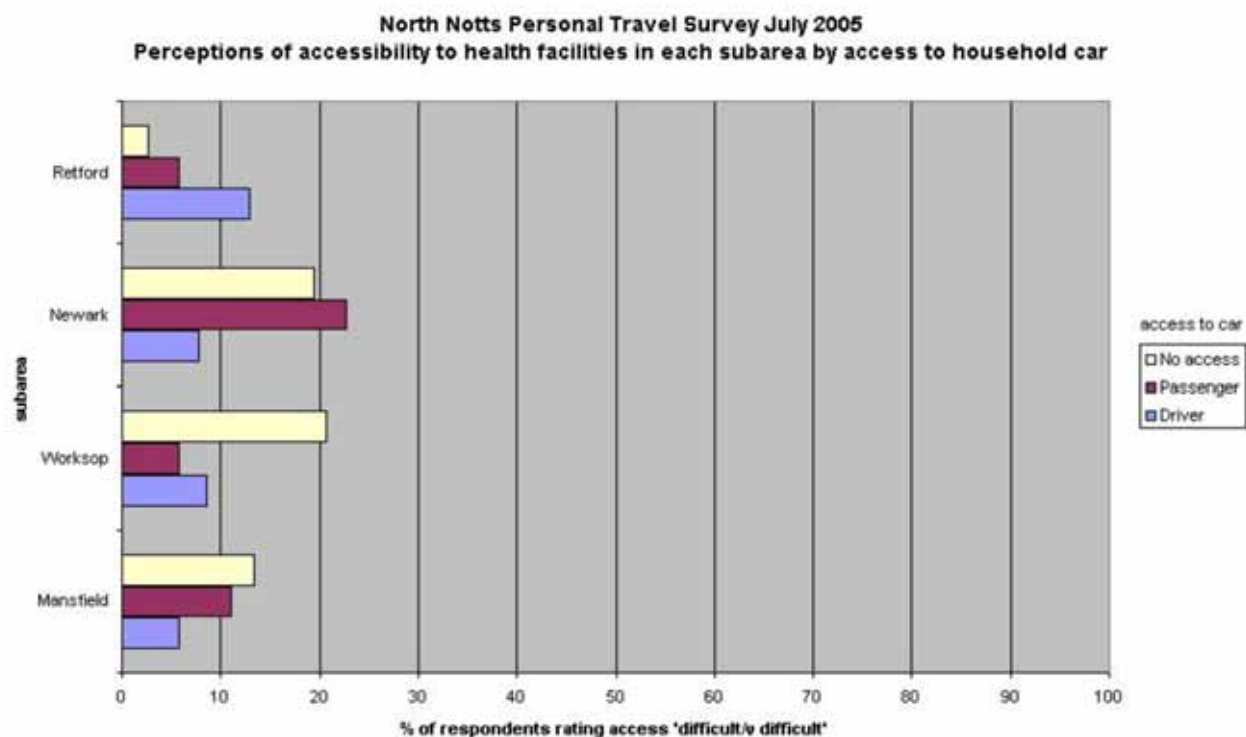


Figure 6.26

North Notts Personal travel Survey July 2005
Perceptions of accessibility to Health facilities by number of cars in household

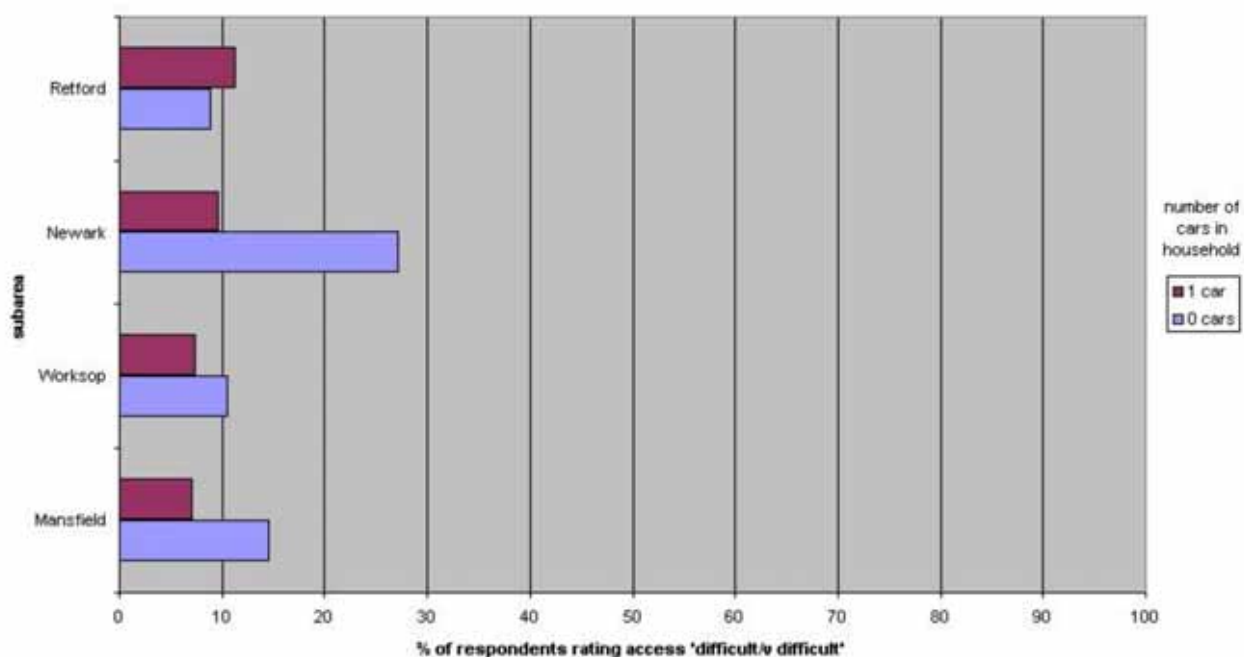


Figure 6.27

6.5 LEISURE, CULTURE AND TOURISM

In addition to separate discussions, a workshop considering access to leisure, culture and tourism was held jointly for the North Nottinghamshire and Greater Nottingham LTP areas. Attendees of the workshop included Ashfield District Council, Broxtowe Borough Council, Gedling Borough Council, Newark and Sherwood District Council, Nottinghamshire Rural Community Council, Nottingham City Council and County officers from Leisure and Culture, Planning, Policy and Transport service areas.

Overview

Issues and linkages identified by stakeholders from the leisure, culture and tourism sector include:

- Cross-district, cross-county and cross-border access: people may not choose to use the leisure facility closest to their home, but may use one further away which has different specialities or team affiliations.
- Service availability: responding to people's needs in accessing a specific event in a particular location; services are most needed when public transport is least available for the public and staff; catering for large 'one-off' events that attract many people.
- Location: there is a lack of available land for leisure development.
- Use of schools facilities: education land can be very accessible but not generally available for the wider community to use, and is therefore an underused resource; there may be a lack of strategy in co-ordinating leisure and schools policy; schools are afraid to open to the community due to possible repercussions of crime and anti-social behaviour.
- Tourism destinations: the majority of destinations are run by the private sector and may be difficult to engage with; the sites chosen are often small or remote and therefore difficult to involve in travel planning or support accessibility improvements; the newly-established Experience Nottinghamshire may be able to provide marketing assistance.
- Signage: a perceived lack of strategic approach to providing highway signage to destinations.
- Affordable transport: essential to enable people to access leisure and cultural destinations; possibility of linking passenger transport ticketing with venue ticketing.
- Community Transport: lack of volunteer drivers can prevent efficient operation; further revenue support required; the newly-established Nottinghamshire Integrated Transport Centre may assist individuals in their travel options.
- Information: lack of certainty on correct information; availability of information at venues.



Picture 6.1 No directional signs for cyclists or pedestrians at a major junction

Prioritised issues

Cross border movements, affordability and integration	
Who is affected?	Individuals and their carers, transport providers and leisure service providers.
What are the barriers?	Affordability, particularly where travelling cross-border – concessionary fares may not be available outside the district or county.
Why is this a priority?	It is regarded as essential to meet individual needs and make local services accessible.
Where are these facilities?	Some people may find facilities too far away from current accommodation to be easily accessed, or they may find transport links difficult.

Cross border movements, affordability and integration

How are these services accessed?	People may not participate in leisure, culture and tourism activities because they find it hard to access them.
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Engaging with the private sector on tourism sites

Who is affected?	Potential visitors to tourism sites, particularly from rural areas or who do not have access to a car and less disposable income.
What are the barriers?	Pricing, information and possible lack of motivation of some companies to target excluded groups.
Why is this a priority?	There is little room for growth of new tourist facilities, therefore there is a need to expand use and access to existing facilities. It is essential to ensure that new developments plan for accessibility.
Where are these facilities?	Tourist facilities tend to be static and sometimes isolated or rural.
How are these services accessed?	Information is required to establish who uses tourist attractions and who does not. Private sector marketing should include information about transport to their facilities. An integrated transport and leisure services card may be beneficial.

Leisure access to education facilities

Who is affected?	The entire community within the vicinity of a school could use it for sports, community meetings, arts, further education, events, or heritage.
What are the barriers?	Buildings are LEA owned and inaccessible outside school hours, yet they are the most significant facilities available to communities in rural and urban areas. There are cost implications in opening the buildings, with perceived impact of increased use for maintenance and staffing.
Why is this a priority?	The school may be the biggest or only community facility. Widening use could help guard against closure of village schools. It would reduce travel time and cost and create community cohesion and focal points. It is essential to extended schools policy.
Where are these facilities?	They are usually in the heart of the community.

Provision of facilities, venues and programmes

Who is affected?	Primarily users of public transport systems, low income, elderly, young and socially excluded and visitors.
What are the barriers?	Lack of up-to-date or relevant information or information in various formats. Individual "inward" focus of businesses, local authorities or discrete facilities.
Why is this a priority?	Choices should be made based on convenience and availability and accessibility.
Where are these facilities?	Varied; leisure and cultural facilities are located throughout the county.
How are these services accessed?	Either people do not access the facilities, use them infrequently or use the private car.

Accessing facilities by voluntary and community transport	
Who is affected?	Disabled and older people, small local groups, isolated or rural areas
What are the barriers?	Stigma of using community transport (particularly for young people), and cultural constraints. Lack of funding, voluntary drivers, or fares can be barriers, as can information, brokerage and safety.
Why is this a priority?	To improve quality of life, social inclusion, and access to services. For some people Community Transport may be their only transport.
Where are these facilities?	The voluntary sector and Social Services can provide transport to and from certain geographical areas for certain groups.
How are these services accessed?	Use is patchy due to lack of knowledge. There is a need to integrate with other forms of transport – such as accessible taxis to fill in the gaps.

Illustrative maps and analysis

The table below gives the preliminary results of the indicator specifically chosen by Nottinghamshire for access to managed country parks, and figure 6.28 shows the percentage of households in each subarea of the plan area within 30 mins of public transport travel time of a managed country park on weekdays.

Access to leisure, culture and tourism opportunities: access to managed country parks : weekdays				
	30 min PT journey time threshold		60 min PT journey time threshold	
Subarea	% of all households within threshold	% of households with no car within threshold	% of all households within threshold	% of households with no car within threshold
North Nottinghamshire overall	32%	36%	81%	85%
Mansfield/Ashfield	55%	58%	100%	100%
Worksop	16%	15%	92%	93%
Retford	1%	1%	6%	3%
Newark	3%	1%	38%	38%

Figure 6.29 shows accessibility to all rights of way in North Nottinghamshire between 1.5km and 3km in length by public transport on Sundays, and the results are given in the table below. Again it can be seen that the Retford area has poor accessibility to rights of way requiring a journey by public transport to reach them.

	30 min PT journey time threshold	
Subarea	% of all households within threshold	% of households with no car within threshold
North Nottinghamshire overall	82%	89%
Mansfield/Ashfield	94%	94%
Worksop	87%	83%
Retford	42%	28%
Newark	87%	83%

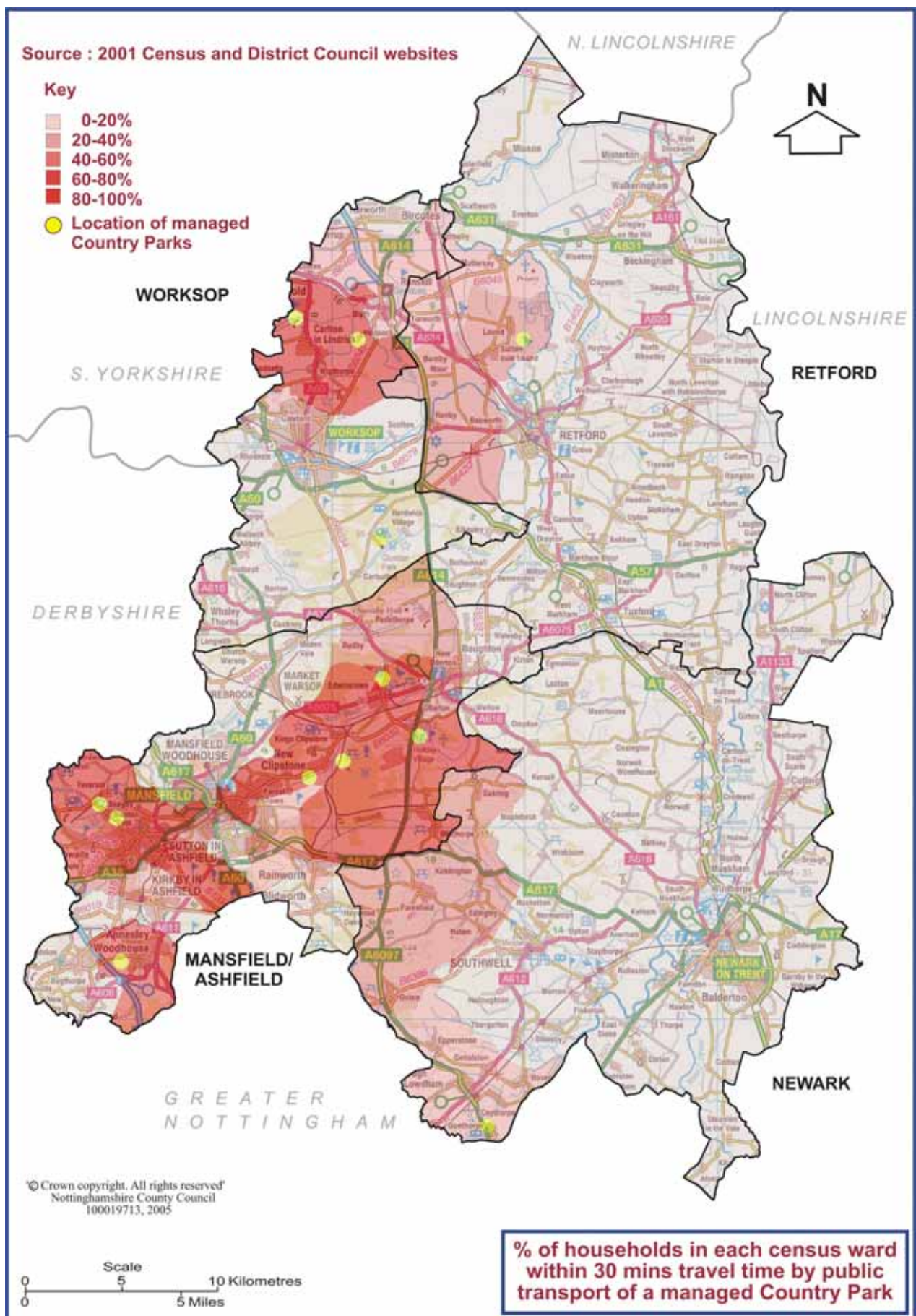


Figure 6.28

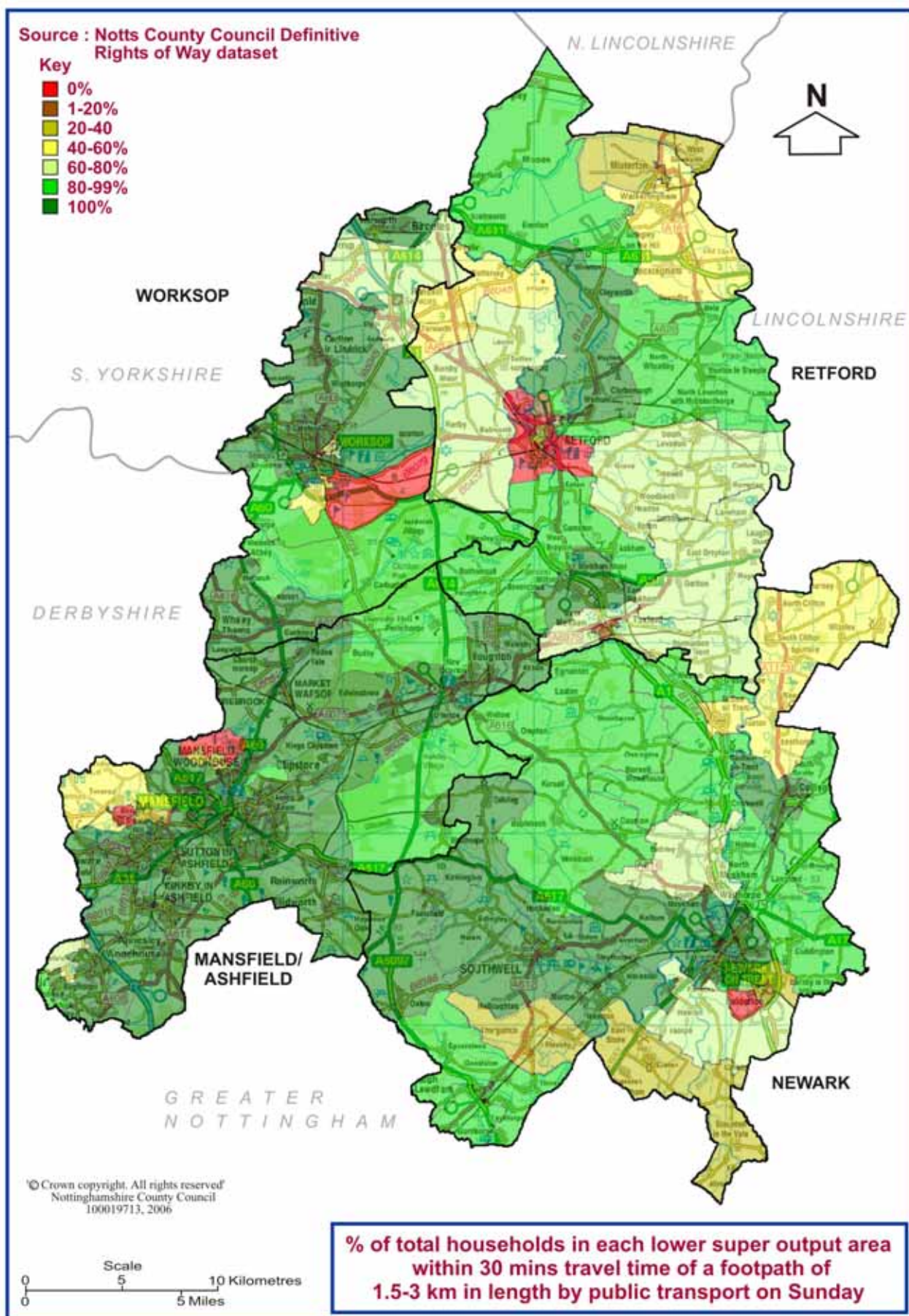


Figure 6.29

The map and table above assumes that most people would want to access leisure facilities on Sundays. It should be borne in mind that most of the public transport services in Nottinghamshire on Sundays are provided by the supported bus service network, meaning that such services may be particularly vulnerable to changes in the revenue budget for supported services. Such services also have a low rating attributed to them in relation to the scoring of the journey purpose category in the Performance Management Framework for supported services, with journeys for leisure purposes not scoring particularly highly in relation to say work journeys. Again, this emphasises the vulnerability of supported Sunday services in relation to changes in the revenue budget for supported services.

Figures 6.30 - 6.32 show the results of the North Nottinghamshire Personal Travel Survey concerning access to leisure facilities. The following points arising out of an analysis of the results are worth noting.

- 41% of total respondents in the lower socio-economic household groupings (groups D & E) thought access to leisure facilities as being particularly difficult (% of respondents rating access as 'difficult/very difficult')
- 54% of respondents who thought access to leisure facilities as being particularly difficult lived within 2 minutes walk of a bus stop with an hourly or better service
- 75% of respondents with no access to a car and who thought access to leisure facilities as being particularly difficult lived within two minutes walk of a bus stop with an hourly or better service on weekdays
- 54% of respondents living in a household without a car and who thought access to leisure facilities as being particularly difficult lived within two minutes walk of a bus stop with an hourly or better service on weekdays

Again this points to the fact that better provision of public transport information and better notification of the location of leisure facilities could raise respondents' perceptions of the accessibility to leisure destinations.

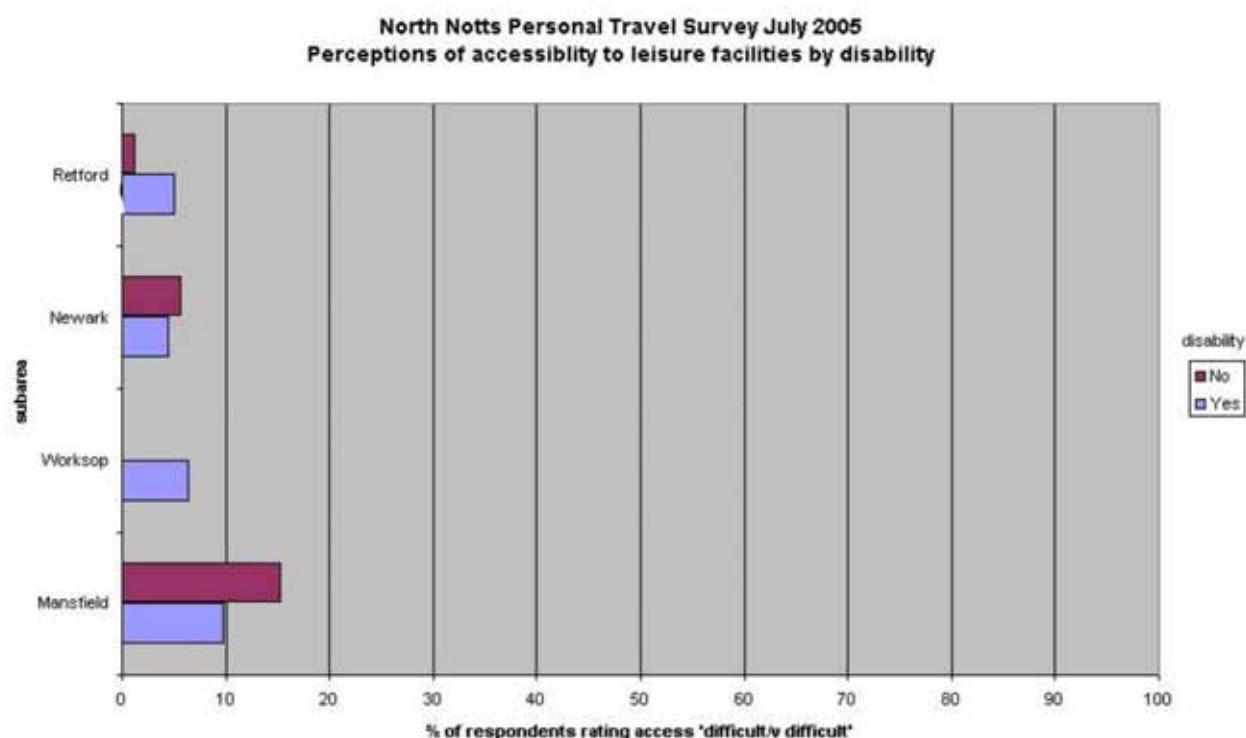


Figure 6.30

North Notts Personal Travel Survey July 2005
Perceptions of accessibility to leisure facilities by access to the household car

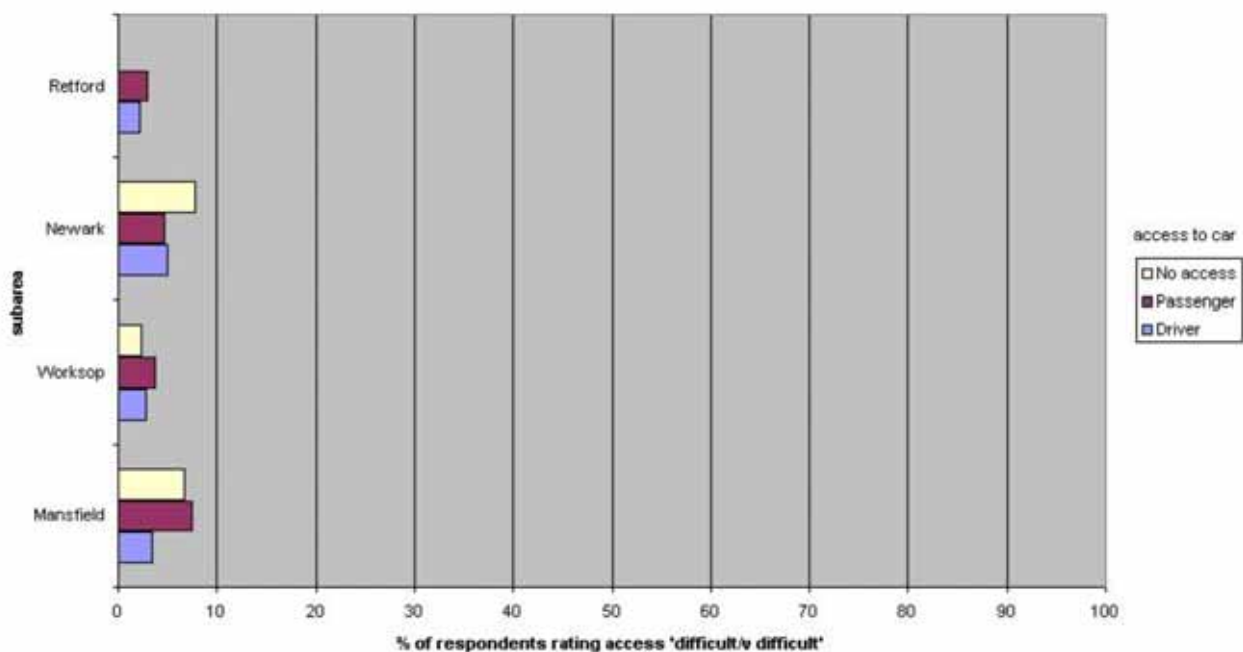


Figure 6.31

North Notts Personal Travel Survey July 2006
Perceptions of accessibility to leisure facilities by number of cars in household

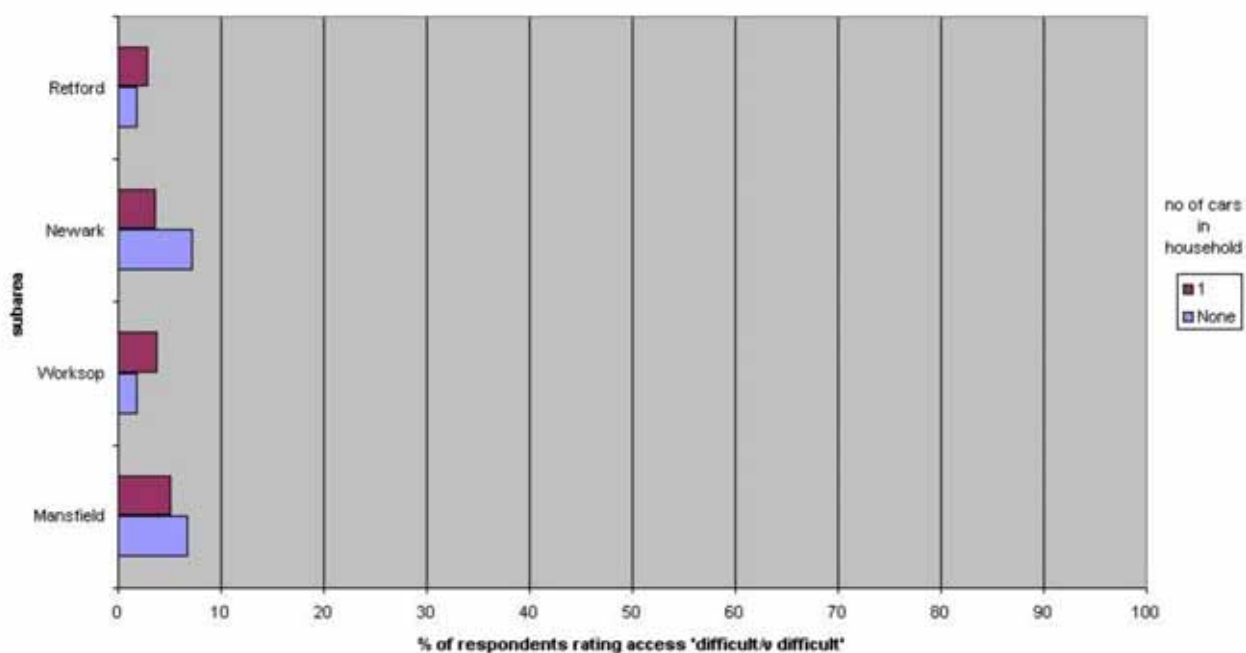


Figure 6.32

6.6 ISSUES FOR DISABLED PEOPLE AND OLDER PEOPLE

An umbrella workshop considering all 5 themes was held in addition to discussions with key Social Services and Welfare to Work officers, and the County's Flexible Transport Working Group. Attendees of the workshop included Learning Disabilities Partnership Board representatives and

service users, the Disabled Peoples' Movement, Senior Forum, Alzheimer's Society, Retinitis Pigmentosa Society, Older Persons' Advisory Group, and County officers from Social Services, Transport, Welfare to Work, and Disabled Workers' Group.

Overview

The issues identified were as follows:

Overarching

- Difficulties for wheelchair users accessing some buses, particularly in rural areas, and in travelling at rush hour.
- Disability and equality awareness training is needed for drivers and conductors.
- Accurate information and timetables can be difficult to access, and difficult to understand.
- There may be problems if a change of transport mode is required.
- Blind people may not know which bus service number is arriving at a bus stop and route changes cause problems.
- Tickets are not user friendly, especially for blind people.
- Travel training or buddying schemes are needed for people with learning disabilities on how to use a bus and understand a timetable. The Mentoring and Befriending Foundation have set up accredited courses.



Picture 6.2 No wheelchair access from local road to bus stop

Prioritised issues

Health issues

- Unsuitable public transport in rural areas can cause problems in people accessing health appointments, and appointment times given to patients can be too early to allow for people to access them by public transport.
- There is a lack of information on transport provision that serves hospitals, although Nottinghamshire County Council is now producing a booklet.
- Some people fall in to the 'gap' between Dial-A-Ride and Patient Services transport; the County is collecting information to assist a mapping exercise on this problem.
- The County has launched Nottinghamshire Integrated Transport Centre for Social Services, Education and Environment departments, which will co-ordinate specialist transport.
- Demand responsive transport may be particularly helpful to health destinations.
- There is a need for GPs to consult public transport information in offering suitable appointment times for referred patients.

Education and training issues

- There is uncertainty over which organisation is responsible for funding transport for people with disabilities to access education.
- Education and training courses could be held at community venues - disabled people may need support or find a smaller setting more appropriate.
- Courses at particular venues may not be accessible by suitable public transport.

Employment

- The Jobcentre Plus Access to Work initiative can help to pay for the costs of transport and mobility equipment before disabled people start a new job.
- Access to both paid and unpaid employment needs to be taken in to account.
- The route to the bus stop and from getting off the bus to the destination needs to be accessible and safe.
- Mencap provides work information and training for people with learning disabilities.

Food and essential services issues

- Shops with stands outside create barriers for people accessing shops and services.
- Supermarket and bingo buses can be inaccessible if they are older vehicles with step entrances, and often do not have sufficient luggage space for shopping. Community Transport services only allows a couple of bags of shopping per person due to vehicle size.
- Supermarkets have websites with the facility to deliver, but this does not allow people the opportunity to get out and about to meet others.

Leisure, culture and tourism issues

- There are strong correlations with health and well being.
- Venues and destinations may not be accessible by public transport as vehicles used on leisure services are often of lower quality.
- There is a need for venues and destinations to promote and advertise public transport options, including the accessibility of the fleet.
- There are cross boundary and connectivity issues if the venue or destination is located in neighbouring authority area.
- There is a lack of through ticketing on public transport.

Nottinghamshire County Council officers with transport planning, social services and welfare to work remits have met since early 2004 to progress flexible transport for disabled people and older people. Please see chapter 3 for more details.

This work has already led to the establishment of the Nottingham Integrated Transport Centre, which by co-ordinating Social Services, Education and Environment Department's vehicle resources through one call centre is promoting efficiencies in their use.

Examples of best practice in making facilities more accessible to disabled people and older people, such as guidance from Department of Health on helping people with a learning disability to get out and about, and 'In the right place: accessibility, local services and older people' (Help the Aged, 2005) have been reviewed, and provided a useful starting-point for a tailored package of measures.

Illustrative maps and analysis

The table below shows the take-up of concessionary travel passes for the elderly and disabled throughout the County. Eligible population is defined as all men and women over 60 years and all people permanently sick and disabled in each census ward in the 2001 census. Actual population relates to an extract taken from the Concessionary Pass Issues File in March 2006. The data is mapped in figure 6.33.

Sub-area	Percentage take-up rate (actual vs eligible)
North Nottinghamshire overall	46%
Ashfield/Mansfield	51%
Worksop	46%
Retford	36%
Newark	38%

From the above table and the map it can be demonstrated that take-up of passes is highest in urban areas (Ashfield/Mansfield - high levels of bus service provision and low levels of car ownership) and lowest in the rural areas (Retford and Newark - lower levels of bus service provision and high levels of car ownership). However in the rural areas there are still a sizeable number (nearly one third) of elderly persons households without access to a car suggesting there could be some households in these areas having difficulties accessing key facilities, or that these households are not aware of the opportunities offered to them by a concessionary travel pass. It is hoped that the introduction of the countywide free travel concessionary fare scheme for all people over 60 in April 2006 will improve access to these facilities for these vulnerable groups.

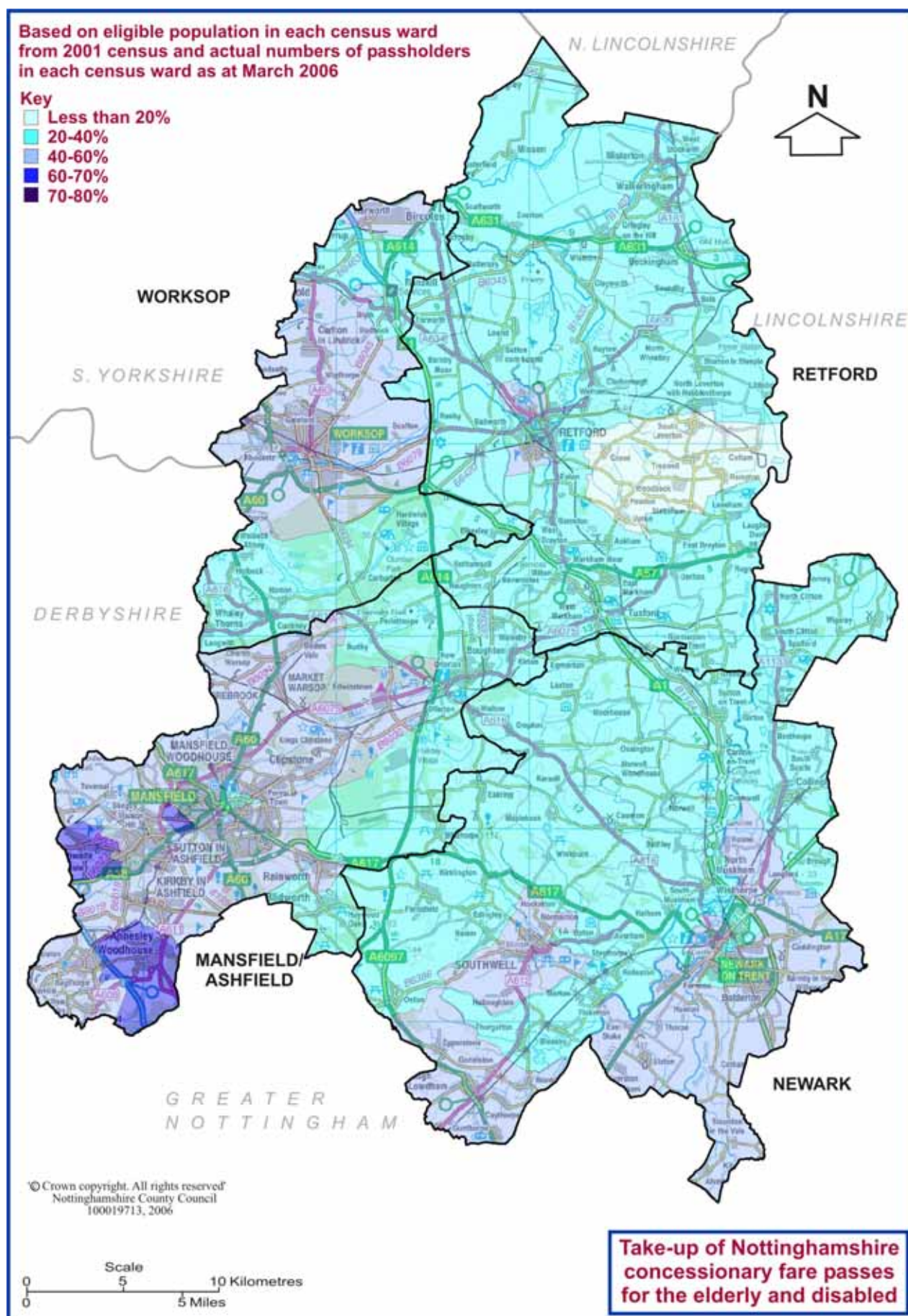


Figure 6.33