

**Transport Working Group  
Inaugural Meeting Note  
17 December 2012**

**Caxton House  
1.30pm - 4pm**

**Attendance:**

Ken Cooper	DWP/Alliance Secretariat (Acting Chair)
Marjory Broughton	SEEF/Alliance Partnership Board
Matthew King	Government Equalities Office (GEO)
Sara Betsworth	Big Lottery Fund
Emily Georghiou	Age UK/Alliance Secretariat
Julia Barrand	RNIB
Jenny Ousbey	Office of Paul Burstow MP
Greg Lewis	Age UK
Ron Douglas	NPC
Peter Rayner	NPC/Age Platform Europe
John Kerry	Notts Advisory Group/Age UK Sounding Board
Roger Mackett	Centre for Transport Studies, UCL
Stuart Murray	Transport for Greater Manchester
Lynn Strother	Greater London Forum/Age UK London
Norman Roberts	Vice Chair; Senior Voice ?
Janet Whitehouse	Association of Education & Ageing/Essex Cty Cllr
Jim Kent	SW Forum on Ageing
John Wellham	Future Years Yorks and Humberside

**Apologies:**

Adrian Lindop	Crewe & Nantwich Senior Forum
Charles Musselwhite	Senior Lecturer in Traffic & Transport Psychology, Centre for Transport & Society, University of West of England
David Shalit	Chair, Positive Ageing in London
David Sinclair	Assistant Director Policy & Communications, International Longevity Centre UK (ILC-UK)
David Tickner	Civil Service Retirement Fellowship
Geoff Dogget	Norfolk Community Transport Association
Janet Morgan	Government Equalities Office
John Eastwood	Civil Service Pensioners Alliance
Martin Hawkins	ACRE
Maureen Clark	Age UK Lincoln
Roy Audrey	Head of Rural Services, Rural Communities Unit, DEFRA
Sarah Tirrell	Association of British Insurers

## **Welcome and Introductions**

1. Ken Cooper, acting as Chair for the Alliance Secretariat, welcomed those present and introductions were given around the room. Apologies were given that the room was a little overcrowded but that it was the inaugural meeting and a promising turnout.

## **Initial Decisions for the Group**

2. The (acting) Chair explained that the Group would need to appoint a Chair and someone to support the Chair, taking notes of meetings etc. He also outlined the need to discuss and decide the purpose of the Group – What does it want to achieve? Who does it want to involve? What areas should it focus on, initially and for the future? How to act local, influence national?

A roundtable discussion followed in which a number of diverse issues were raised. These included concern about services in rural areas, removal of the rural bus grant by government and replies from the Department for Transport saying that they cannot respond as matters are for the commercial companies.

## **Roundtable Discussion**

3. The Chair suggested the Group pick a few key areas for focus and practical action. There was a desire to engage transport companies through the group and to influence their practices, including coach design. The Disability Discrimination Act, now part of the Equality Act (2010) was mentioned specifically, as were the Age regulations now in force.

It was suggested that while many transport providers have improved provision for certain disabled passengers (eg wheelchair users), they were less good at understanding hidden disability, frailty and dementia - driving past bus stops where people do not get up quick enough etc. Engaging Disability Rights UK or learning from the disability movement's experience, using these to make the case under new age regulations, was thought worthwhile. Working collaboratively across different groups of the Age Action Alliance, including Excluded Older People, was also suggested.

Infrastructure was raised as an issue and the 'Post Bus' in Perthshire was mentioned as good practice. Attitudes to ageing and the need for training of transport staff was raised. It was suggested we start from the consequences of poor transport – eg Loneliness & Isolation, health and wellbeing – and work backwards. Digital inclusion and the use of new technologies to alert people when the next bus would arrive and avoid waiting in the cold was also raised. It would therefore be worth mapping transport issues against all other groups of the Age Action Alliance as an initial exercise.

## **Good Practice**

4. From the Post Bus to school buses doing hospital runs outside hours, various examples of good practice were mentioned. Others which only worked for non-time critical appointments also mentioned. It was suggested that the group could look at collecting and promoting good practice. Accessibility was mentioned as a key issue and the group might begin with learning from progress made on behalf of disabled passengers and mapping gaps.

The LGA were mentioned as a key partner but an approach would need to be made in the right way to ensure their engagement. It was suggested that the group might start by inviting some transport providers who had provided examples of good practice to attend the meetings and encourage others to follow suit.

We might also encourage an emphasis on all-age friendly (or diversity friendly) transport to ensure parents with pushchairs, people with dementia or learning difficulties, speakers of other languages, people of all ages and abilities, can use public transport at different times of their life (1-100).

The group could use the good practice gathering to emphasise why good transport matters:

- Ageing population
- Access to employment, volunteering, spending in shops, healthcare
- Social connectedness
- Unlocking doors

It was suggested that framing this as a public health intervention and related to the prevention agenda would have most success in influencing others. Showing the cost-benefit analysis also helpful if possible. The RNIB's report, due out in March, may be helpful to the group.

## **Organisations to Engage**

5. The names of a number of key organisations to engage were suggested:
  - LGA
  - Disability Rights UK
  - Passenger Focus
  - TfL (and outside London where good practice)
  - Department for Transport
  - SPARSE
  - Rural Services Network (RSN)
  - BTEG - Passenger transport authority

It was suggested that an initial approach to join be made but that we will need to be clear of expectations and how and when they might engage. The LGA might for example respond to something specific and be a useful part of our network but are likely to lack capacity to 'sit' on a group.

### **Size of Working Group**

6. It was suggested that interest in the group was significant enough that it might prove unwieldy and difficult to accommodate for meetings. Therefore there would need to be sub-groups defined and people then asked to register their interest.

Roger Mackett agreed to Chair the Transport Working Group and to liaise with Ken on a note about sub groups. Initial suggestions were for one group to focus on collating good practice and another on strategic policy influence through practical action.

### **Action points:**

1. Initial exercise to be carried out to look at links with transport across all areas of the Alliance. **Emily to prepare short paper for next meeting**
2. Initial approach to Organisations to Engage, inviting them to join, nominate lead/s and engage as appropriate. An approach to DfT at the right level by DWP was also requested. **Ken/Chair**
3. Note to be circulated to all those interested in working through the Alliance Working Group on Transport in relation to sub groups. **Ken/Chair**

**Next meeting:** The next meeting has being arranged for **Wednesday 20<sup>th</sup> March from 14.30 to 17.30 at Tavis House, 1-6 Tavistock Square London WC1H 9NA** (the Age UK London Office)