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The Transport Committee reports that extensive cuts to rural, evening and weekend bus services are damaging the ability of many people - especially the old, young or disabled - to participate in employment, education or voluntary work and to access vital services such as healthcare and retail facilities. In a review of England's bus services (outside London) after the Spending Review, the Committee warns that even deeper cuts in bus services are likely in 2012-13, as local authorities struggle to deal with budgetary reductions, and calls for the concessionary travel scheme to be preserved so that the elderly and disabled continue to enjoy free bus travel. The Committee also concludes that the concessionary fares scheme was 'discriminatory' because it did not apply to most community transport providers - usually independent charities that provide transport such as dial-a-ride bus services. It calls on the Department for Transport to monitor the extent of service cutbacks made this year and to review service provision again after BSOG (Bus Service Operator Grant) grant cuts take effect in 2012 - 13 so that it can analyse and draw conclusions about the wider costs and benefits of its policy changes to the country as a whole. The Local Government Association should identify and disseminate information about good and bad practice in the delivery of cost effective, flexible services including community transport and/or area-based transport integration. And local authorities and commercial operators must consult more widely where services are being changed 'A triumphant family memoir' Hallie Rubenhold 'Powerfully told...an impressive work' The Times 'Gives a voice to the voiceless' Australian Book Review In this remarkable book, Carmen Callil discovers the story of her British ancestors, beginning with her great-great grandmother Sary Lacey, born in 1808, an impoverished stocking frame worker. Through detailed research, we follow Sary from slum to tenement and from pregnancy to pregnancy. We also meet George Conquest, a canal worker and the father of one of Sary's children. George was sentenced - for a minor theft - to seven years' transportation to Australia, where he faced the extraordinary brutality of convict life. But for George, as for so many disenfranchised British people like him, Australia turned out to be his Happy Day. He survived, prospered and eventually returned to England, where he met Sary again, after nearly thirty years. He brought her out to Australia, and they were never parted again. A miracle of research and fuelled by righteous anger, Oh Happy Day is a story of Empire, migration and the inequality and injustice of nineteenth-century England. 'A remarkable tale...drawing chilling parallels to the inequalities of our times' Observer Cinema is often perceived as a metropolitan medium - an entertainment product of the big city and for the big city. Yet film exhibitors have been bringing moving pictures to towns and villages since the early days of itinerant shows. This volume presents for the first time an exploration of the social, cultural and economic dynamics of film culture in the European countryside. Spanning more than a century of film exhibition from the early twentieth-century to the present day, Cinema Beyond the City examines the role that movie-going has played in small-town and rural communities across Europe. It documents an amazing diversity of sites and situations that are relevant for understanding historical and current patterns in film consumption. In chapters written by leading scholars and young academics, interdisciplinary research is used to address key questions about access, economic viability, audience behaviour, film programming and the cultural flows between cities and hinterlands. With its wide range of regional studies and innovative methodological approaches, the collection will be of interest not only to film historians, but also to scholars in the fields of urban history, rural studies and cultural geography. Relates To Efficient Transportation System Based On Case Studies Of Delhi. The Whole Study Aims To Develop A Transportation System Which Wil Protect Environment, Promote Community Life And Economic Development. Contains 8 Chapters And 3 Annexures And A Comprehensive Bibliography. This book includes 23 papers dealing with the impact of modern information and communication technologies that support a wide variety of communities: local communities, virtual communities, and communities of practice, such as knowledge communities and scientific communities. The volume is the result of the second multidisciplinary "Communities and Technologies Conference", a major event in this emerging research field. The various chapters discuss how communities are affected by technologies, and how understanding of the way that communities function can be used in improving information systems design. This state of the art overview will be of interest to computer and information scientists, social scientists and practitioners alike. Integrating Environment and Economy provides a detailed and accessible examination of how integrated approaches enable economic and social activities to support environmental objectives. This is a key text for the many taught Masters courses covering the issues of environmental management and economic development Features of the book: * covers strong areas of undergraduate and postgraduate study * detailed practice-based case studies at both local and regional levels * up-to-date theory using real-life examples This book provides the most comprehensive analysis available of the challenges created by Europe's ageing population. Grounded in state-of-the-art scientific assessments by leading European researchers, the book is strongly policy focused. Indeed this book contains a detailed account of the policies required across a broad field, from economic sustainability and extending working lives, to healthy ageing, technological innovation, long term care and political citizenship, for the successful adaptation to the challenges of ageing in Europe and globally. It is a policy manifesto to ensure that the future of ageing in Europe is transformed into a highly beneficial one for both citizens and societies. This report examines how snow chaos in December 2010 closed Heathrow, disabled parts of the rail network and disrupted many roads. More can and should be done to ensure UK transport networks continue to operate in severe winter weather, the Commons Transport Committee finds. The welfare of air and rail passenger must be taken more seriously and better real time information must be provided to road users. In its report the Transport Committee calls for additional investment and coordination by government to: ensure the final version of the Department for Transport's Climate change Adaptation Plan refers to the future risk of severe winter weather; improve resilience of the third rail network south of the Thames, with a long term aim to install a more resilient method of electrification; oversee airport planning for major incidents including snow chaos, particularly at Heathrow and review airport regulations to ensure they take account of this; permit airport operators to reclaim the cost of looking after stranded passengers when airlines fail to discharge their responsibility to do this; provide better online advice for individuals and communities about tackling problems arising from severe winter weather; launch a high profile campaign to increase the proportion of motorists taking precautions for driving in winter weather; develop clearer snow and ice risk travel warnings for freight vehicles similar to those for strong winds; investigate the case to provide the Met Office with more money to improve its long range forecasting capability sufficient to improve the way transport operators can warn passengers. Geographies of Transport and Mobility aims to provide a comprehensive and evidenced account of the intellectual and pragmatic

challenges for personal mobility in the twenty-first century. In doing so, it argues that geographers have a key role to play in shaping academic and policy debates on how personal mobility can become more sustainable. The book is structured in three parts. Part I explores how personal mobility has evolved since the mid-nineteenth century, plotting the intricate relationship between new forms of mobile technology, urban planning and design and social practices. Part II examines how researchers study transport and mobility, and outlines the different intellectual trajectories of transport geography and geographies of mobilities. Part III then outlines and discusses the discourse of sustainable mobility that has emerged in recent years; the ways in which social, economic and environmental sustainability can be promoted through different strategies, focusing on behavioural change and urban design. Geographies of Transport and Mobility provides a unique perspective on personal mobility by demonstrating how the way we travel has developed through complex economic and social processes. It argues that this historical context is critical for considering how mobility in the twenty-first century can be more sustainable, not just environmentally, but also economically and socially. As such, it argues for a renewed focus on sustainable place making as a way to radically shift mobility practices. Geographies of Transport and Mobility is designed to appeal to advanced level undergraduate students and researchers in the fields of geography, anthropology, psychology, sociology and transport studies. First Published in 2006. Routledge is an imprint of Taylor & Francis, an informa company. Congestion and traffic-related pollution are increasingly becoming major issues in towns and cities world-wide. This book deals with carefully selected market and non-market based measures to reduce congestion, and their implementation and effectiveness in tackling the problem. The book features a multi-authored research-based text comprising 12 individual chapters that draw upon relevant case studies. The authors were specifically chosen for their global expertise in terms of the respective Demand Management Tools. Drawing on international case studies, the book details the role played internationally by selected Transport Demand Management (TDM) measures in dealing with both congestion and traffic-related pollution in urban areas, focusing on their relative merits and in particular their effectiveness and the issues surrounding implementation.

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