

HELPING YOUTH TO GET THERE

Getting There, West Devon

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Source: Getting There

Getting There, Westden's wheels-to-work project, provides transport solutions for young people aged 16-25 in West Devon and the Tamar Valley. Max Jowett, who runs the Getting There project, tells more about the sustainable transport initiative.

Many young people in this part of England live well off the beaten track and far from public transport routes. Westden helps them reach jobs, vital services and social opportunities by loaning them 50cc scooters for up to six months, providing training and safety advice, subsidizing driving lessons and giving one-off payments to help keep a vehicle on the road.

“Around 70% of people in the area use sustainable transport but the council has problems meeting all the transport needs of rural communities,” says Max. “So we thought it would be better if we looked at rural transport solutions.”

He highlighted the wider social benefits of Getting There. “One trainee came to us after a spell in rehab and he said we were the first to give him anything. It encouraged him to buy his own motorbike and for the first time, he was driving with tax and insurance. He now runs a successful business. Getting There also encourages young people to stay in the region.”

Max admitted that there were some community concerns about young people being given scooters but Getting There worked with the Mobile Youth, Motorcycle Police and Devon Road Safety Units to allay any fears.

Getting There plans to join with two other local schemes in May 2007 to provide a region-wide Wheels-to-Work service. Max encouraged people in rural communities to find out more about similar schemes in their area. “Use the Wheels to Work network because you will save yourself a fortune and get lots of contacts and advice.”

Facts and Information

- On average, CO2 emissions from motorcycles are about half when compared to cars. However, if occupancy figures are taken into account, the advantage over cars is less pronounced.
- In contrast to the greenhouse gas benefit, switching from cars to motorcycles may have other, less favourable effects. The share of local air quality pollutant emissions such as carbon monoxide and hydrocarbons are predicted to rise considerably, for example. (Source: *"Personal transport and climate change: exploring climate change emissions from personal travel activity of individuals and households"*, Christian Brand, Linacre College, Oxford University Centre for the Environment Transport Studies Unit Environmental Change Institute.)
- Motorcyclists have an especially poor safety record when compared to other road user groups. Their killed and serious injury (KSI) rate in the UK, per million vehicle kilometres, is approximately twice that of pedal cyclists and over 16 times that of car drivers and passengers. **Motorcyclists make up less than 1% of vehicle traffic but their riders suffer 14% of total deaths and serious injuries on Britain's roads (DETR, 2000).** (Source: *"In depth study of motorcycle accidents"*, Road Safety Research Report No. 54, November 2004, David D. Clarke et al. University of Nottingham School of Psychology (commissioned by Department for Transport))

Further Resources

- For more information on other forms of sustainable transportation, visit www.sustrans.org.uk
- For further information about road safety, particularly concerning motorcycles, please see: http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_035422.pdf