From Policy into Practice – The Merseyside Experience

John Smith
Merseyside LTP Support Unit

Social Impacts and Social Equity in Transport Workshop Series
15 September 2010
Overview

• Context
• What’s worked well
• What’s not worked well
• Challenges and Opportunities
• Preferred Strategy
• Next Steps
Liverpool City Region

- 5 Merseyside Authorities plus Halton
- City Region Cabinet
  - Leaders of 6 authorities
  - Chair The Mersey Partnership
- Associate members
  - Merseytravel, Police, Fire and Rescue Service, Waste
- Make decisions affecting region
- City Region Strategy
  - More and better jobs
  - Reducing worklessness and improving skills
  - Healthier safer communities
  - Efficiency
- Transport a key enabling measure
Regional Characteristics - Merseyside

- Merseyside home to 1.4 million people
- Merseyside sub-region is made up of 5 local authorities
- Liverpool city is at the core, with a population of 440,000
- Developed as a major port, maritime centre and industrial city
- A world famous city – European Capital of Culture 2008
- But a city of contrasts
- Pockets of persistent poverty and deprivation
Context for Metropolitan Areas

• Merseyside 5 local authorities
  – Knowsley, Liverpool, Sefton, St Helens, Wirral Councils
• Merseyside Integrated Transport Authority
  – 18 elected members drawn from 5 authorities
  – Responsibility for public transport across Merseyside
  – Responsibility for LTP following 2008 Transport Act
• Merseyside PTE - Merseytravel
  – Implements ITA policies
• Merseyside Transport Partnership
  – Long standing partnership arrangements for co-ordination of Local Transport Plan
Reacting to change

- Change of government in May
  - Still a great deal of uncertainty over policy direction

- Overriding concern – budget deficit
  - Major funding cuts - more likely in October Spending Review
  - Working in uncertain times - manage expectations

- LTPs are to remain
  - But government’s approach - ‘light touch’
  - no guidance or performance management

- Government’s transport imperative remains economic growth and carbon reduction

- Other policy aspects remain unclear
Our Goals

• One - Ensure the transport system supports the priorities of the Liverpool City Region
• Two - Provide and promote a clean and low carbon transport system
• Three - Ensure the transport system promotes and enables improved health and wellbeing.
• Four - Ensure the transport system supports equality of travel opportunity so people can connect with everyday facilities
• Five - Ensure the transport network supports economic success by the efficient movement of people and goods
• Six - Maintain our assets to a high standard

(All goals have equal status)
Accessibility in LTP3

• Much of the existing strategy from LTP2 remains fit for purpose
  – Affordability, availability, accessibility and acceptability of transport
• Emphasis on helping job creation and reducing worklessness on Merseyside
• Top priority?
• Other Strategic Priorities:
  – Access to healthcare facilities
  – Access to education
  – Improving peoples diets through access to fresh food
• No need to fundamentally review these
Accessibility in LTP3(2)

- Focus has shifted from LTP2
- Pathways Areas no longer exist
  - Pathway Areas identified as part of the Objective 1
  - Areas of Merseyside suffering worst social conditions
- However areas of relative disadvantage still remain
- Merseyside LSOA’s in the top 10% nationally
  - Consistent with emerging LCR Strategic Framework
  - Focus for City Employment Strategy
  - Residents in disadvantaged areas suffer most from impacts of transport
- LCR Multi Area Agreement
Some successes

• At a strategic level access to services and employment recognised as a key priority
  – City region strategic framework
• Transport important to the success of this
• Embedded within City Employment Strategy
• Engagement with stakeholders
• Beacon status
  – Improving Accessibility
• European funding to continue successful Lets Get Moving programme has been secured
  – Programme will now run until December 2010
  – Additional funding to continue some activities until July 2011
Lets Get Moving

• Neighbourhood Travel Teams
  – 1 in each district
  – Help with travel costs, personal journey plans

• WorkWise Merseyside
  – WorkWise travel cards
  – Scooter Commuter
  – WorkWise Wheels
  – Enhanced information provision

• Assisted 15,000 workless residents
  – High retention rate

• TO GO
City Employment Strategy

• Delivering skills for employment and growth
• Integration of employment and skills services across the City Region
• Transport and accessibility crucial to this
• Employment and Skills Board
  – Employment and Skills Strategy
  – Local Area Employment Plans
    • Upto 20 in total focussed on disadvantaged areas
• Access Plan embedded into CES
  – Future delivery through Employment and Skills Strategy Commissioning Framework
• City Region Child Poverty Framework
However……

- Poor understanding of accessibility
  - Need to do more to increase awareness of shared responsibility to accessibility

- Accessibility often seen as a ‘transport’ problem rather than something the non transport sector can help to address
  - May not be a priority for other sectors

- Critical role for LSP’s
- Integration within LDF’s
- Resources
  - Revenue intensive
  - Lack of evidence on cross sector benefits
Liverpool City Region Multi Area Agreement

Our MAA will deliver

“a step change from our current performance to one where our city region ambitions are stretched and we punch above our weight within the regional and UK economy”
What do we want to achieve?

• Framework for delivery in LTP3 and beyond
  – MAA reflects our assessment of barriers to success in LTP2
  – Agreed by Government/Ongoing work with Government on asks
  – Taking accessibility planning forward via some specific actions

• Secure cross sector integration of accessibility
  – New City Region structures
  – Critical role of LSP’s

• Link transport with employment and skills
  – City Employment Strategy

• New national forum on accessibility issues
  – Longer term strategy for improving accessibility
Importance of MAA

• A step-change is needed
  – Despite positive progress we are not closing the performance gap with the region and UK

• New partnership with Government
  – Provides us with the opportunity to define step-change and accelerate performance

• Delivered through four platforms
  – Economy, Employment & Skills, Housing, Transport

• Underpinned by four transformational actions
  – Culture and Tourism
  – Liverpool SuperPort
  – Low Carbon Economy
  – The Knowledge Economy

• Government envisage MAA activities continuing via LEP’s
  – Revise asks to ensure they remain current

• Good progress delivering transport platform
  – Much taken forward in our preferred strategy
Our Proposals - Accessibility

• Improving accessibility to employment & opportunities
  – Access to employment and education opportunities are essential for the City Region. All evidence supports the view that this is not simply a transport issue and that land use/locational choice are critical, as are the policies and funding of key agencies such as DWP through Job Centre Plus
  – Government Departments and its agencies agree to work with the LCR Transport Partnership to facilitate a package of measures to secure a long term planning and funding framework that provides clear equality of opportunity to those without access to private transport

• Five Asks
  – Commitment
  – Planning and Funding Framework
  – Achieving Synergy between Funding Streams
  – Examine Cross Sector Benefits of Transport Interventions
  – Strengthening the Links Between Transport and Land-Use Planning and Development

Transport Platform Proposals
Role of LSP’s

• Provide the best mechanism for delivery at the local level
• Critical to the successful delivery of accessibility
• Successful delivery of Community Strategies and Local Area Agreements
• BUT
• Engagement with LSP’s poor
• Lack of understanding of accessibility
• Regarded as a public transport issue
• Responsibility rests elsewhere
Challenges to be Addressed

• Change of Government
  – future policy direction
  – Big Society
• Differing priorities at national level
  – reducing the need to travel – freedom of school choice
• Lack of clear guidance to delivery agencies
• Changing structures at local level makes continuity of approach difficult
  – continuing uncertainty
• Need better joining up at local level
  – role of LSP’s
• Funding
  – impact of reduced funding on our ability to deliver improvements
Challenges and Opportunities

- Disadvantaged groups suffer most from transport impacts
  - Severance, air quality, road safety
- Little or no access to a car
- Reliance on walking for short trips
  - Cycling not regarded as a serious option for most
- Reliance on bus and taxi for longer trips
  - Limitations in distance and/or time of travel
  - Affordability
- Reliance on coach for longer journeys
  - Rail regarded as too expensive
More Challenges

• Access to employment and hospitals problematic
• Are these group truly socially excluded?
  – Merseyside Disadvantaged Communities Study
• Not just about transport
  – Non physical barriers - skills
  – Impact of individual’s mindsets
  – Contentment with existing horizons
  – Unplanned lifestyle
  – Work v benefits?
• Clear that a joint approach is needed
  – Greater cross sector collaboration
  – Big Society
Public Transport Costs

• High cost of bus fares a major issue as per evidence base
• Major barrier affecting access to key opportunities and services
  – Link to work on child and family poverty
• Initiatives such as Workwise crucial
• Work with operators on development of new fare structures
• Increase the availability of pre-paid tickets
  – Up front total payment for ticket can be a barrier
  – New methods of purchasing tickets
• Roll out of Smartcards
  – Link to taxis and CT
The Role of Taxis

• Key role for taxis as shown by evidence base
  – 25% increase in usage over lifetime of LTP2
  – Highest use amongst disadvantaged communities

• Proposals being developed with licensing authorities
  – Creation of a Taxi Quality Partnership
  – Use of taxis as part of the supported bus network
  – Improving the environmental quality of the fleet

• Proposals consider:
  – Licensing conditions, with a view to safety but also to good supply of taxi and PHV services
  – Fares
  – On street availability, especially through the provision of taxi ranks
  – Encouragement of flexible services

• Significant benefits to disadvantaged communities
Community Transport

- Merseyside Community Transport sector has great deal of potential to help meet the transport needs of local communities
- In particular disadvantaged areas
- Big Society/Localism agenda
- Use of CT as part of the supported network
  - ‘big’ bus solution may not be best approach
  - Need to think in terms of improving accessibility
- Sector can deliver other interventions
  - Travel Training
  - Journey Planning
  - Access to healthcare, fresh food
- Sufficient capacity in the sector?
- Role of the third sector?
Joint work with the Health Sector

- Delivery of health and social care at a community level
- Accessibility Planning Techniques
- Local access measures and high frequency corridors
  - How accessible is the public transport network?
- Defining the new locations
  - New facilities located in places which afforded the best accessibility based on accessibility reports
- Report presented on findings to PCT
- Accessibility now built into new site location choices
- Commissioning of joint transport services
Integration with Land Use

• Build on this to better integrate transport and land use
  – Employment, health, housing locations
• Liverpool Land Use and Transport Study
  – Integrate accessibility planning into major development/regeneration programmes
  – Develop mapping and modelling based evidence to support land use planning
  – Best practice guidance
• Develop this further at City Region level
  – Develop tools/framework to integrate accessibility as a key determining factor in strategic visioning for the LCR
  – Role of SPD
• LCR Transport Model
  – Right basis for transport planning linked to LDF’s
  – Opportunity to use the model to test some planning scenarios for their transport implications.
School Transport Policy

- Secure effective use of resources
- Maximise revenue through school bus services
- Support LTP, TravelWise and TravelSafe agendas
- Integrate bus provision with wider policy objectives – esp. education legislation
- Review arrangements for considering requests for bus services:
  - ‘penalty and reward’ system
- Encourage respect for public transport by schoolchildren
Risks to Delivery

• Over riding concern – budget deficit  
  – Major funding cuts – more likely
• LTP’s remain – very light touch no guidance or performance management  
  – Demise of National Indicators
• Future direction and role of LSP’s
• Imperative remains – economic growth and carbon reduction  
  – No other clarity at this stage
Moving Forward

• Plenty to build on
• New approach to accessibility mapping
  – Based on transport and land use study
• New approach to transport solutions
  – Not just about bus services
  – Using funding more smartly
• Lets Get Moving
  – Neighbourhood Travel Teams, WorkWise
• Joint Service Commissioning
• Role of walking and cycling
• Delivery of multiple objectives across policy areas
  – CES, health, education
Conclusions

• Some successes BUT
• Number of challenges and issues to address
• Future policy direction remains unclear
• Uncertainty over future funding
• Establish new and better relationships with our key stakeholders and partners
• Create the conditions for delivery of successful initiatives and programmes
John Smith
Merseyside LTP Support Unit
24 Hatton Garden
Liverpool
L3 2AN

Tel: 0151 330 1307
Fax: 0151 330 1190

E-Mail: john.smith@merseytravel.gov.uk