



Merseytravel

“Where are we going?”

TravelWatch NorthWest Conference

10 October 2013



General Overview

The Transport Act 1968 established Integrated Transport Authorities (Member led) and Passenger Transport Executives (Officer led).

Subsequent Transport Acts (and other legislation) have seen our role evolve:

- LTP Delivery responsibility
- Liverpool City Region Cabinet transport lead advisor
- Combined Authority from April 2014

The range of partners we work with has grown enormously

- Health
- Environment
- Education
- Economic

We have a strategic perspective – temporally and geographically.





Merseytravel and Rail Services

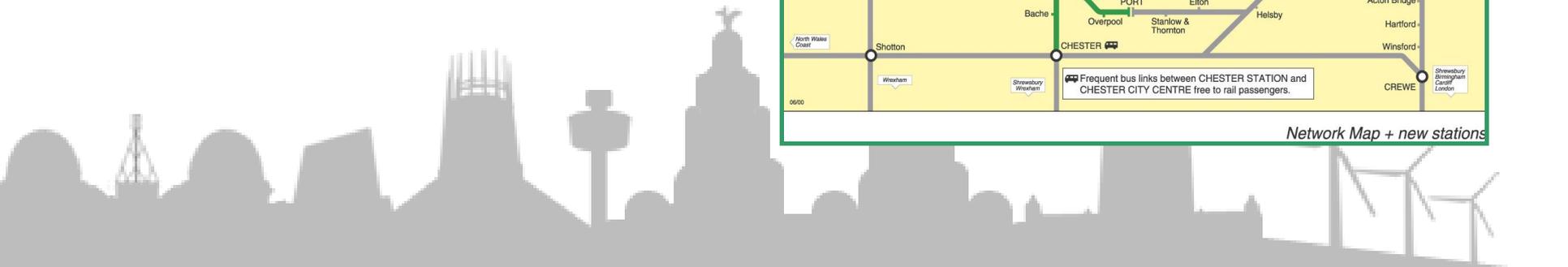
- Concession Manager for MEL (2003 – 2028).
- Co-signatory to Northern Rail Franchise (2007 – 2014).
- Working to ensure the provision of an integrated, accessible network.
- Working with partners on Rail in the North Devolution – Rail North.
- Leading the Liverpool City Region response to High Speed 2.





The Merseyside Network

- Merseyrail Electrics
- Northern Rail
- Arriva Trains Wales
- First Trans Pennine
- London Midland
- East Midland Trains
- Virgin West Coast





Rail use in Merseyside

- Merseyrail Electrics:
 - Northern line - 17.3 million passenger journeys
119.8 million passenger miles
 - Wirral line - 13.8 million passenger journeys
83.6 million passenger miles
- Northern Rail:
 - City Line - 7.8 million passenger journeys
64.9 million passenger miles





How Merseyside is connected

- Northern Rail provides local services on the City Line and some regional services.
- Arriva Trains Wales provides services from Wales into Chester and Bidston.
- First Trans Pennine provides regional services to Manchester and the north.
- London Midland provides regional services to Birmingham and beyond.
- East Midland Trains provides regional services to Sheffield and beyond.
- Virgin West Coast provides national services to London.



Rail in the North

- Metropolitan areas working together to secure local control.
- Merseytravel is standing partner = risk sharing
- Key aspects:
 - Pan city governance arrangements – 33 LTAs
 - Core proposition to build upon
 - Agreeing future funding with the Department for Transport
 - Taking greater control over services
 - Devolving powers from national to regional government
- Local management of a local asset for the benefit of the local economy.

The Future of Rail

- Replacement Rolling Stock for MEL.
- Northern Hub and Electrification projects.
- Changes to Northern Franchise – Rail North.
- HS2 and local connectivity requirements
- Potential for improved connectivity to Wales and other markets – north east, Glasgow, etc.



The Bus Network in Merseyside

- Services predominantly provided by 13 operators.
- Arriva and Stagecoach are dominant – operating c.90% of commercial mileage.
- Supported services are mainly provided by smaller operators; HTC, Cumfy Bus, etc.

Commercial (2012/13):

Mileage – 363.6 million passenger miles
Patronage – 124.0 million passenger journeys

Supported (2012/13):

Mileage – 32.8 million passenger miles
Patronage – 12.2 million passenger journeys





Supported Bus Services

One of the duties imposed on the ITA/PTE by the 1985 Transport Act is (inter alia) that:

“...it shall be the duty of the Executive...to secure the provision of such public transport services as they consider it appropriate to secure for meeting any public transport requirements within their areas, in accordance with policies formulated by the Authority...”

The ITA/PTE procures “socially necessary” bus services. These include support for links to hospitals, education, places of work outside of core hours and on Sundays, where there is no commercial justification.



MPTE Funding for Buses

- Tenders
Support for Bus Services = £15.3m
- Concession
National = £41.2m
Local = £7m
- Info/Marketing
Publicity/Marketing = £300k



Bus Initiatives

- Statutory Quality Partnership Schemes.
- Better Bus Area Fund/LSTF.
- Real Time Information, Journey Planner and Apps.
- Combined control room – jointly staffed.
- Clean Bus Technology Fund.
- To maintain/increase the level of competitive tender responses to ensure vfm on contracts.
- Greater collaboration with districts regarding bus/general transport initiatives.

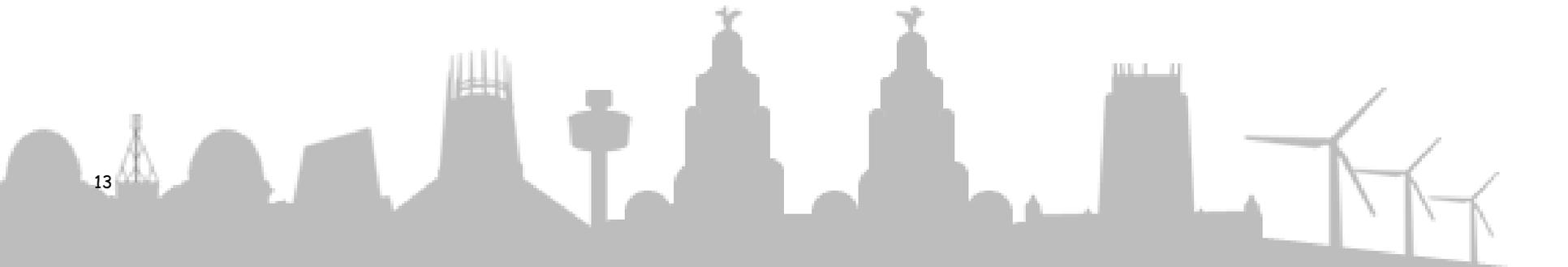




How have we used the 2000 Act

Statutory Quality Partnerships – we have 7 arrangements which are delivering improved services to customers:

- Service 10, Liverpool – St Helens
- Service 14, Liverpool – Croxteth and Tower Hill
- Service 53, Liverpool – Crosby
- Service 471/472, Liverpool – Heswall or Barnston
- Service 1 & 2, Liverpool – Chester
- Service 82, Liverpool – LSP or Speke
- Service 86, Liverpool – Garston or LSP





Issues for Merseyside

- Future funding & affordability
- Bus Priority – the future of...
- Level of highway maintenance – or prioritisation of...
- Differential fare tariff, commercial vs. supported.
- Interfaces between our tickets/operators offer.
- Smart/unified ticket offer – all buses/multi-modal.
- Young persons transport 16→17, 17 → 18 ... ?
- Future of BSOG.
- RTI, other information provision and the future...





Future Activities regarding Buses

- Scrutiny on fares and age limitations.
- Inter-operator engagement.
- Merseylink Review – collaboration with LAs.
- Better Bus Areas.
- BSOG/Other Government funding initiatives.
- Smart Ticketing/integrated/multi-modal.
- Concession review.
- Control room





Questions and discussion

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