

Integrated Public Transport and the ‘Social Responsibilities’ of Local Government

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Local Authority Transport Role

- To support the provision of sustainable transport services by supplying;
 - Effective infrastructure (Interchange / stops / ranks / shelters)
 - Regulated Publicity standard (at-stop / Interchange)
 - Tendered services where there exists a 'social need' but insufficient patronage
 - Sustainable access for new developments (s.106 / s.278)

Why should we fund it.....?

- **Political**

 - Expectations

 - Emotive

- **Economic**

 - Investment

 - Business Placement

- **Sociological**

 - Mobility

 - Independence

Why should we fund it.....?

- **Technological**

Research & Development

Innovation

- **Legal**

Transport Act 1985

- **Environmental**

Greenhouse Gases

Green Travel

- **Ethics / Demographics**

Equality in Access

Congestion

Warrington Borough

Population: 203,700 (mid year est. 2012)

Area: 70 square miles

Railways: West Coast Main Line
TransPennine Line

Waterways: River Mersey
Manchester Ship Canal

Motorways: M6, M62, M56

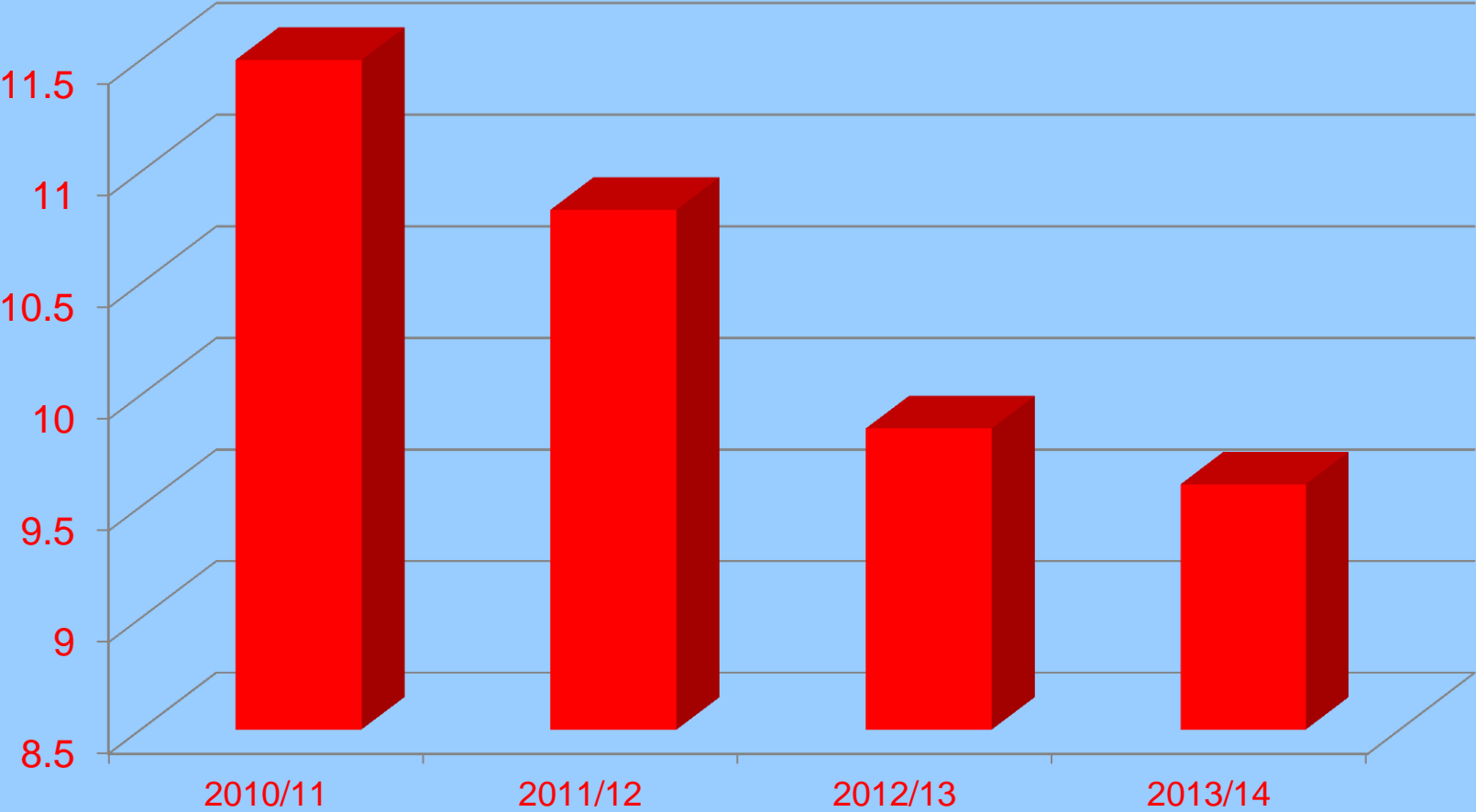
That was then.....

- Until 2010/2011 bus service patronage in Warrington increased annually.
- A mix of buoyant economies and new developments have maintained and expanded commercial bus networks
- Local authorities and bus companies had more resources and funding

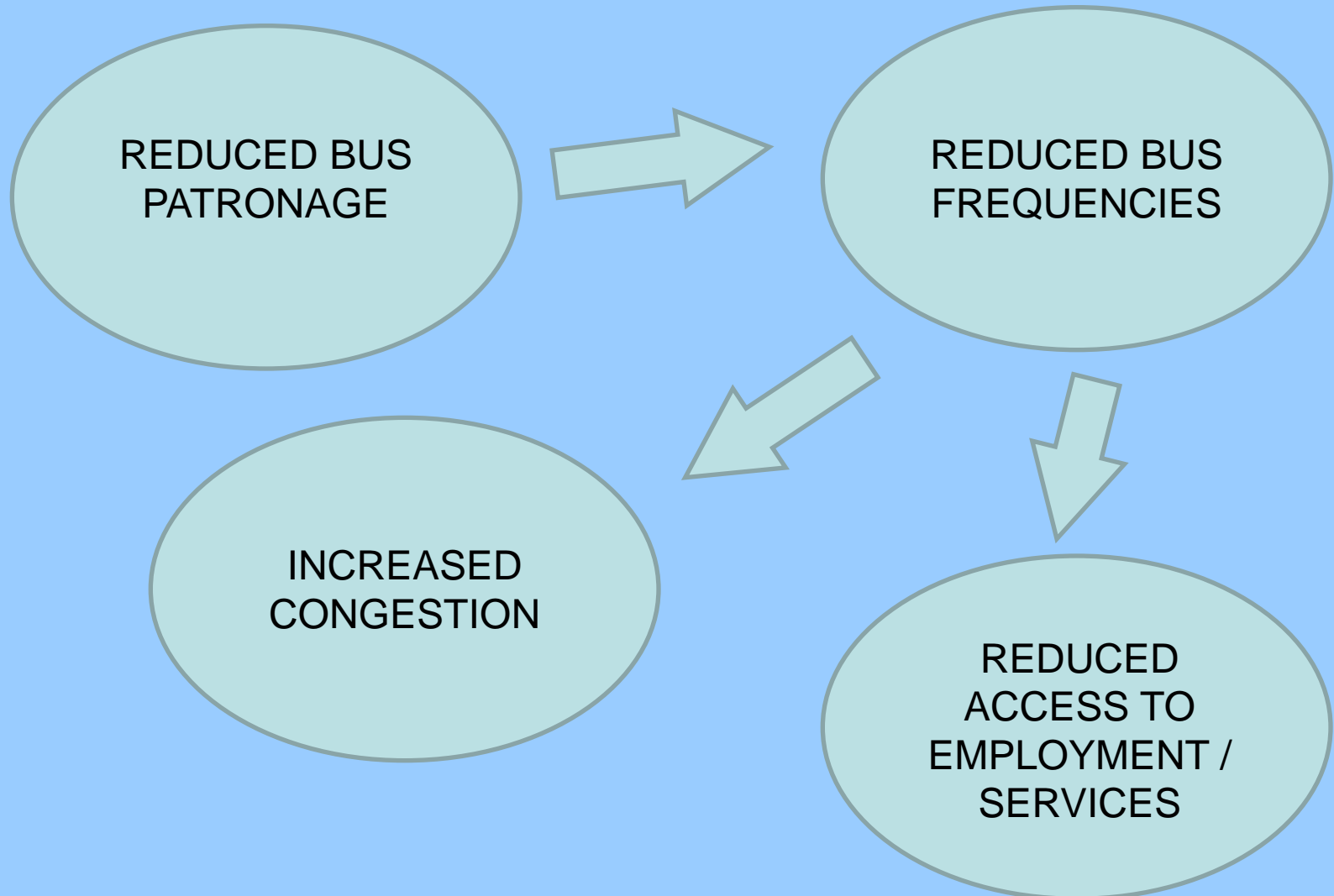
This is now.....

- The number of bus passengers has diminished significantly (-15%) in 3 years
- Permitted development on brown field sites away from 'conventional' public transport 'heartlands'
- Reduced local authority funding
- Policy changes, including school transport
- Further Local Authority funding cuts foreseen for next X (or XX) years

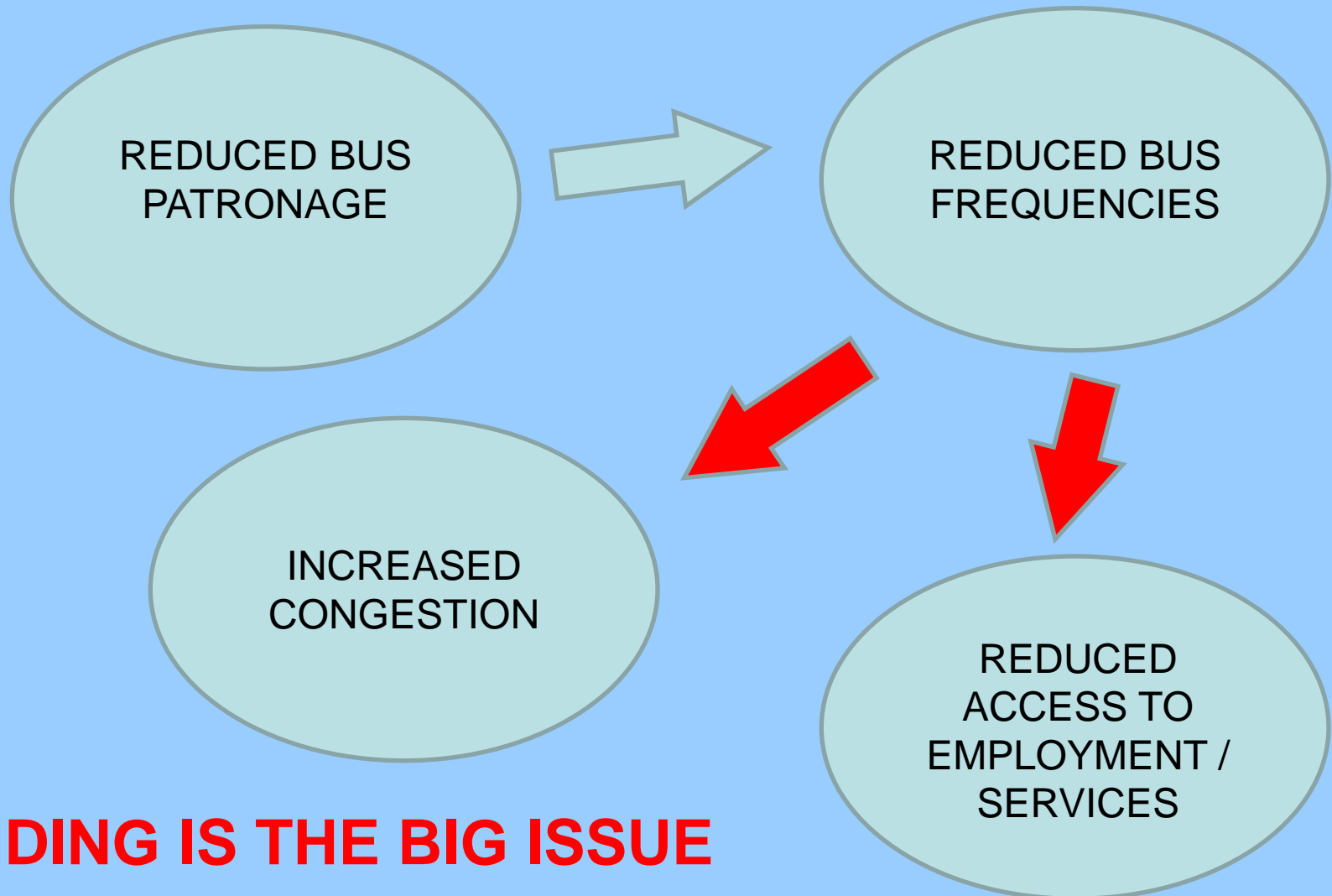
Bus Patronage – Warrington



So what's the problem.....?



Our responsibility.....?



FUNDING IS THE BIG ISSUE

The Warrington Experience

- Diminishing numbers of students eligible for free school transport - revised School Transport Policy from 2013
- Maintained demand for school transport
- Diminishing government budgets
- Increasing traffic volumes in the peak with further issues if bus services reduce
- Greater demand for financial support
- Historic financial support of school services

The Warrington Approach.....

- Establish priorities for supporting services
 - Education / Training
 - Employment / Business
 - Access to healthcare / Services
 - Social / Domestic / Pleasure
- Rank services
- Support the routes with demonstrated need
- Work with operators towards commerciality

The Warrington Approach.....

- Commercialisation of services
- Review of funding options
- Early interventions
- Exploration of Public / Public Partnerships
- Demand Responsive Solutions

Future Plans and Considerations

- Omega development – Old Airfield, Burtonwood – Junction 8 off the M62
 - Omega North extends to 129 acres
 - Manufacturing / Logistics / Distribution
 - Omega South extends to 446 acres
 - Mixed Use Office, Manufacturing, Retail and Residential (incl. 1,100 houses)

Future Plans and Emerging Issues

- Large scale employment-based development away from conventional residential areas.
- Need to open up employment opportunities to graduates and school leavers by offering sustainable transport solutions.
- Businesses value good motorway links
- Trend towards unsustainable commuting

Challenges.....Solutions??

- Varied demands for travel from urban and rural communities
- Communities, some of which are rural and dispersed, have an increasing range of destination demands
- Depleting patronage on marginal services
- Reduced budgets for supported services

**SOLUTION: GREATER USE OF DEMINIMIS?
TAILORED TRANSPORT SOLUTIONS?**

Demand Responsive Transport

- Shared taxis
- Flexible routes
- Direct as possible for the user
- License Options:
 - Conventional O Licence (9+ seats)
 - Specially Restricted O Licence
 - Section 19 / 22
 - Private Hire / Hackney

Robust Policy Infrastructure

Big issue = Customer Demand –v– Budget

- Local Authorities need to prioritise funding to meet wider demands
- Develop and regularly update Local Bus and Supporting Strategies
- Identify and adopt plans for how service de-registrations will be addressed.
- Robustly monitor supported services

The future.....

- Talk to transport operators at every opportunity
- ‘Stay close’ to Planners and Development Control
- Engage with developers before they develop
- Flag up access issues
- ‘Exploit’ s.106 and s.278 agreements
- Consider Demand Responsive Services to establish travel trends or replace conventional routes
- Monitor – Review – Negotiate – Monitor

Risks if we ignore the issue

- Downward spiral in public transport use
- Commercial network decimation
- Unsustainable travelling
- Increased incidents and accidents?

Ultimately.....

- Employer Emigration?
- Reduction in health & wellbeing?
- Gridlock?

THANK YOU FOR LISTENING!!

ANY QUESTIONS?

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