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UK Urban Transport Voice



News

News: EU Referendum aftermath



On 23rd June a UK-wide referendum resulted in a vote to leave the European Union. The way in which the result of the referendum will be reflected in practice by the UK Government is as yet unclear. However, in August the UK Government committed to guaranteeing support for EU funding and research programmes - some of which support transport programmes in the UK.

October 2016

News from the Urban Transport Group - the UK's network of city and city region transport authorities.

Representing Greater Manchester, Liverpool City Region, London, North East, Sheffield City Region, West Midlands and West Yorkshire.

Bristol and the West of England, Nottingham City Council and Strathclyde Partnership for Transport are associate members.

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The Urban Transport Group has also committed to continuing to fully participate in European and International policy making and networking. Jon Lamonte, Chair of the Urban Transport Group, said *'As the voice of urban transport for the UK we will continue to work with the global public transport body, UITP, as well as with our counterpart cities and city regions in Europe and the wider world, in order to continue to drive the agenda and learn from each other about what works best in tackling the common challenges that urban transport authorities face.'*

News: Bus reform in Great Britain?



Great Britain (outside London) is a rare example of the deregulation of local bus services with only very limited powers for transport authorities to shape and oversee this key form of public transport. The overall outcome for urban bus services has been falling provision, fares increases above inflation and patronage decline.

Change could be on the way in the form of new buses legislation, currently passing through the UK Parliament, which would make it easier for transport authorities to replace deregulation with the franchising of networks of services. The legislation would also increase the scope for what can be achieved where services remain deregulated but where agreement can be reached

between incumbent operators and the local transport authority.

Bus reform is closely linked to wider moves by the UK Government to devolve more powers to more focused governance for the largest urban areas through the creation of Combined Authorities (prior to which there was very limited city-region wide governance structures in place) and, from Spring 2017, a first wave of Mayoral Combined Authorities. You can [find out more about bus reform in Great Britain here](#).

Policy: Transport and health one stop shop web resource



Transport is among the key issues determining whether or not a person leads a healthy lifestyle. Good, accessible transport connections also support independent living (reducing care costs) and help to ensure that communities are able to access health facilities.

The Urban Transport Group website hosts the UK's leading resource for policy makers and practitioners seeking to understand the links between the transport and health sectors. The hub includes a nationally and internationally relevant suite of evidence, tools and good practice examples which we will continue to build and develop. You can

[browse the Public Health hub here.](#)

Policy: Ticket to thrive - the role of transport in tackling unemployment



Our 'Ticket to Thrive' report reveals the vital role of public transport, and the bus in particular, in enabling people to find and sustain employment. It finds that 77% of jobseekers in British cities outside London do not have access to their own vehicle and as a result, face significant barriers to finding work, barriers that are likely to resonate with jobseekers internationally. The report explores these barriers and looks at good practice in overcoming them as well as policy measures that could help. You can [download 'Ticket to Thrive' here.](#)

Profile: 24-hour tube



London is a 24-hour city and Transport for London is now rolling out a 24-hour Tube service to match, beginning with two underground lines and extending to five lines by the end of autumn. The 24-hour service will operate on Fridays and Saturdays. The Night Tube will play a vital role in opening up London's night-time economy, supporting almost 2,000 permanent jobs and boosting the economy by £360m. You can [find out more about the Night Tube here.](#)

Profile: Nottingham Workplace Parking Levy



Traffic levels in the city of Nottingham have fallen by almost 40 million car miles over the past 15 years, bucking the trend of most large English cities. The impressive reduction is the result of a range of innovative transport measures, not least the city's lead on implementing a Workplace Parking Levy (WPL) - the first of its kind in the UK.

Under the scheme, employers in Nottingham that provide workplace parking places are required to apply for a licence and where applicable, pay a charge. The money raised is invested in public transport schemes including extending the tram system and supporting the bus network.

The WPL was introduced to tackle the problems associated with traffic congestion, by both providing funding for local transport and acting as an incentive for employers to manage or reduce their workplace parking. You can [find out more about Nottingham's WPL here](#).

Contact us



If you would like any further information about any of the items above, or have a query please contact the Brussels Team:

- [James Sharples](#), Urban Transport Group Brussels rep
- [Paul Evans](#), Urban Transport Group Brussels rep
- [Jonathan Bray](#), Director, Urban Transport Group

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Our mailing address is:

Urban Transport Group
40-50 Wellington Street
Leeds, West Yorkshire LS1 2DE
United Kingdom

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