

This issue: UK general election, transport and mental health, Smart Futures, Brexit update, buses legislation, Total Transport

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UK Urban Transport Voice



July 2017

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, West Yorkshire.

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

News

UK General Election - what now for transport?



The UK general election in June returned a minority Conservative government. Much of the focus of the new Government will be on Brexit whilst as far as transport is concerned the Secretary of State for Transport, Chris Grayling, has said he intends to continue with previous policies with a focus on infrastructure investment and new technologies in particular. Other big issues the Government faces include complying with a legal judgement on improving air quality, scaling back new rail schemes due to overspend on

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of guards from trains. Meanwhile, it is yet unclear whether the momentum behind further devolution from national to city region government will be maintained, following the election in May of newly created Mayors in some, but not all, city region wide Combined Authority areas (including in Greater Manchester, the West Midlands and the Liverpool City Region). At the same time a resurgent opposition Labour party has made rail nationalisation a key dividing line between itself and the Conservative Government on transport. UTG has set out its priorities for the new government [here](#).

News

Transport and mental health



Many UK transport authorities and companies have signed up the Time to Change pledge calling for an end to mental health stigma both in the workplace and society in general. These include our members Transport for London and Transport for Greater Manchester as well as Network Rail, Heathrow Airport and South West Trains. Although the pledge – which Urban Transport Group has also signed – is aimed at the workplace, the level of support the transport sector has given it also reflects the role transport plays in allowing all sections of the community, regardless of physical or mental disabilities, to engage fully with society. Click [here](#) to

Report

Change isn't coming - it's already here



The Urban Transport Group has launched a new [report](#) examining the role public transport authorities have in shaping and delivering the future of transport in the UK given the pace and scale of transformative technological change. Our Vision - Smart Futures for Urban Transport outlines the key commitments UTG members are adopting to both respond to and shape the impacts on urban transport of new technologies (coupled with new business models and social change) on urban transport. The report focuses on three issues in particular: new vehicle technologies (including more connected and potentially autonomous vehicles); new and emerging data and how it can be used to ensure more informed decisions by travellers and transport planners; and new ways to pay for and access transport (including Mobility as a Service).

Vernon Everitt (Managing Director, Customers, Communication and Technology for Transport for London) who leads for the Urban Transport Group on Smart Futures said: *“Technology is developing rapidly. While no one can say exactly what the future will look like, what is certain is that as transport authorities we have a*

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set out clear principles of how we will ensure technological change benefits individual transport users and supports the growing, inclusive and healthy cities that we all want to see."

Brexit update

Brexit - the reality starts now



June 19, 2017 - the day Brexit really started. Since our last e-update there have been few fundamental changes in the Brexit landscape, mainly due to the UK's General Election (called, incidentally, to clarify and strengthen Britain's negotiating position in the Brexit talks). However, 19 June marked the start date of the negotiations which will reach into every aspect of people's lives – including how urban transport may develop – both inside the Union and in the United Kingdom. Our [rolling Brexit briefing](#) provides an overview of how Brexit might unfold as well as the more specific potential implications for our members. The briefing covers the emerging UK and EU positions, the potential models for a future relationship, and likely impacts for UTG members in terms of funding and legislation.

Parliament

New buses legislation

In May the UK parliament passed

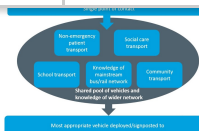
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authorities to improve bus services. Outside of London bus services in the UK were deregulated in 1985 which means with few restrictions anyone can run a bus service. However in practice the market is dominated by five large operators who rarely compete and who seek to deter any new entrants if it affects their most profitable corridors. The new legislation allows new Mayors who now oversee city region wide Combined Authorities to introduce the franchising of bus services on an area wide basis to the specification of the Mayor. Other local transport authorities can seek access to these powers with national Government's consent. The legislation (which still requires further secondary legislation and guidance from Government) also provides more powers for all local transport authorities to improve services where deregulation is still in place.

To help transport authorities take advantage of the powers of the Act, the Urban Transport Group organised a 'masterclass' in June where staff from UK transport authorities could learn from their counterparts in Australia, the Netherlands and Jersey who have already successfully introduced franchising of networks of bus services. You can find out more about the event, and download the presentations, [here](#).

Report

Total Transport - better services at



At present in the UK (and in other countries too) regular public transport, and dedicated transport for social services, healthcare and education is provided by separate vehicle fleets, under separate budgets and via separate bureaucracies. In the UK, pilots are underway to try and stimulate better coordination in order to provide better overall services and make more effective use of vehicle fleets. Jonathan Bray, Director of the Urban Transport Group, highlighted what is now called 'Total Transport' in the UK at the recent UITP conference in Montreal. Likening it to the total football played by the legendary 1974 Dutch World Cup team, Jonathan said total transport could unite the different 'players' offering passenger transport services into one team. This would include everything from school bus services to patient transfers to hospitals and GP clinics. Other interesting developments from the UITP conference can be found in Jonathan's [blog post](#) from Montreal.

A detailed report, specifically looking at why the health sector should get more involved in Total Transport schemes can be downloaded [here](#). We would also welcome any information from those of you who may have already implemented schemes in your country. Email your comments to jonathan.bray@urbantransportgroup.org.

Profile

Public transport - the key to unlocking access to jobs

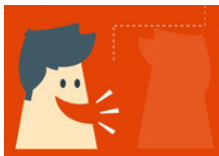


Nearly half of all UK jobseekers say a lack of personal transport - or poor public transport - is the main barrier preventing them from

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or a new job, can be a major barrier for people seeking employment. UTG member authorities have developed a range of innovative 'job access' programmes to help unemployed people get back into work. Workwise, the largest and longest-running job access scheme in the UK, is run by Transport for West Midlands. Since 2003, it has helped 30,000 people to access work and over 12,000 people to attend job interviews by providing advice to jobs seekers on which public transport services to use to get to an interview or a new job and providing free tickets to get to interviews or for the initial period of employment. It is estimated that the scheme has saved £4.7 million in Jobseekers Allowance payments over three years. Similar schemes are also operated by other UTG members including Bristol and the West of England and Transport for Greater Manchester (which also included free reconditioned bikes for newly hired jobseekers). Details of all the schemes, and how they impact on promoting social inclusion and boosting productivity can be found [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:

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