



# Net Zero Carbon Engagement 2021

Transport and Travel Report

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# Notes

- This report covers the Commonplace Engagement with the general LCR population, Snap Survey Youth engagement, and draws in the findings from workshops/questionnaires conducted by Community Suppliers and the LCRCA. Throughout the report, the following key has been used to distinguish between the different methodologies.



**Snap Survey &  
Commonplace Engagement  
run by the LCRCA**



**Workshop engagement run  
by the LCRCA or Community  
Suppliers**

- The Commonplace response included confirmed, pending, and anonymous respondents, however there is no way to tell how many anonymous respondents are unique and no demographic data is available for them. However, the data has been cleansed of any duplicate comments.
- The general workshop data also includes 21 youth respondents (under 16) which were collated into a report and could not be unpicked. It is felt however that this shouldn't have much of an impact on the data.
- 13 respondents over the age of 25 took part in the youth survey run by the LCRCA. They were given the option to leave to take part in the general public survey on Commonplace yet some chose to stay. These individuals are included in the youth data, as their presence was deemed to have little impact on the results. However, notes are made where relevant to their presence and any impact on the data.
- Throughout the report the terminology 'base: xx' and 'n=xx' have been used. The 'base' refers to the people asked a particular question. Due to routing in the survey some questions were only asked to relevant individuals e.g. those already driving. 'n=xx' on the other hand refers to the amount of people who gave a specific response.
- Due to rounding and multiple choice questions some graph percentages may not add to 100%. Similarly, where overall agreement or happiness has been shown, the percentage may not equal the exact sum of the percentages shown separately. For example, somewhat agree may be 56% and very much agree may be 21%, but the joint percentage it may be 76% because this is calculated from the actual number of responses instead of just adding 56% to 21%, therefore showing a more accurate percentage.

# Project Team

## **Environment**

Rachel Waggett, Principal Environmental Officer

Sean Maher, Environment Officer

## **Research & Engagement**

Morag Haddow, Research Project Lead

Phillip Prescott, Engagement Project Lead

Ya Ching Darnell, Engagement Co-ordinator

Chris Murphy, Engagement Officer

# Reports

- **Net Zero Carbon – Topline Report**
- **Net Zero Carbon – At Home**
- **Net Zero Carbon – Transport and Travel**
- **Net Zero Carbon – In Our Neighbourhoods**
- **Net Zero Carbon – In the Workplace**
- **Net Zero Carbon – Youth Report**



## Net Zero Carbon – Transport and Travel

*Whilst emissions have gradually reduced in other areas, transport has largely remained the same in recent years. So, a shift is needed as to how we get around, primarily moving away from private and fossil fuel vehicles.*

*Cycling and walking infrastructure will be upgraded and linked to an integrated public transport network of clean transport modes.*

*For those who continue to drive, clean air zones will be introduced to encourage people to use public transport or active travel options (e.g. walking) instead.*

*Electrical charging infrastructure will be expanded in the community and at home.*

# Key Takeaways: Overall Thoughts

- 56% are positive about the visions for travel and transport, 28% neutral, and 16% negative.

Base: 864



**56%**  
POSITIVE



**28%**  
NEUTRAL



**16%**  
NEGATIVE

# Key Takeaways: Concerns or Worries

- A number of concerns and barriers were put forward in relation to the visions around our transport and travel. In relation to **electric cars**, there are **concerns about the cost** (upfront and ongoing costs) being prohibitive for many, and **practical concerns around charging such vehicles** (e.g. the coverage of the charging network, being able to charge at home, and having set hours to charge). Some felt there would be **increased inequality** as those unable to afford such an option would be left to pay increasing costs for petrol and diesel on their current cars, or be forced out of owning a private vehicle. In addition, there were also concerns around the **mileage range** of these vehicles, and potential knock on **negative consequences of the production of such vehicles**, and their waste once used, and where the electricity to charge these will come from.
- Turning to other forms of transport, there are concerns as many currently feel the **public transport and active travel networks are poor and insufficient**. There are areas of the City Region not currently part of the public network, and where there is coverage some consider it to be insufficient for the times people require, and ticket options are considered disjointed across providers and expensive.
- Other concerns or worries raised included the **impact of the changes on elderly or disabled** travellers and **general safety** of public transport and active travel. Additionally, many feel that the **behavioural and aspirational nature of private transport** (e.g. the convenience of cars) could be a barrier to these visions, along with similarly **contradictory decisions by leaderships** (e.g. the building of new roads).



# Key Takeaways: Solutions

- The main solutions put forward related to:
  - **Improving the coverage and frequency of public transport and active travel**, and **integrating** it more including the **ticket system** alongside **bring costs of tickets down**.
  - **Improving the charging network** for electric vehicles including finding solutions for practical issues for people charging outside their homes, and offering **financial support** to help people afford to switch.
- Other solutions include:
  - **Consulting** particularly with elderly and disabled individuals
  - **Improving planning** to consider multiple modes of transport options
  - **Investing in renewable energy** sources to improve the electric grid and find other solutions to electric cars
  - **Reducing car use**
  - **Scrapping contradictory projects** (e.g. the building of new roads)
  - **Nationalising transport**
  - And offering **education and training** (e.g. cycle training, and general knowledge about options and changes)

# Background

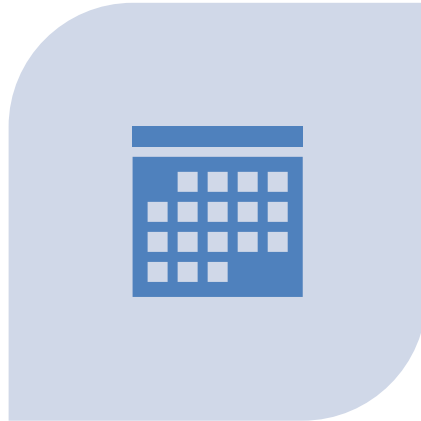
In 2019, the Metro Mayor and the Combined Authority declared a climate emergency. They set a very challenging target for the Liverpool City Region to become net zero carbon by 2040, 10 years before the UK's deadline to be net zero carbon.

In order to help develop a plan of action it was felt important to undertake research to engage the public in how they felt about the visions for 2040, what benefits they felt these changes may bring to their life, and any concerns or worries they had or foresee having.

Understanding the current perception of the changes needed and any concerns or worries can be used to help the policy leads design policy and work schemes to bring the public on the journey to Net Zero.

This report brings together the findings of the adult and youth research and engagement around the visions for how our transport and travel will change.

# Methodology

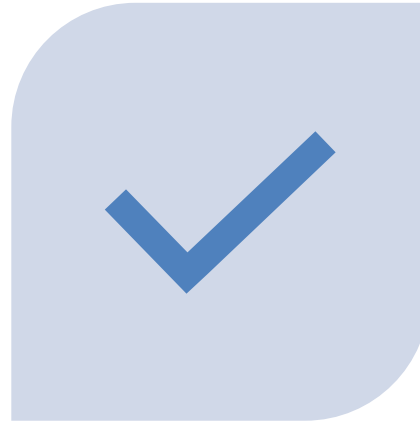


## FIELDWORK PERIOD

Tuesday 29<sup>th</sup> June 2021

–

Wednesday 15<sup>th</sup> September 2021



## 876 TOTAL RESPONSES TO THE IN OUR NEIGHBOURHOODS VISION

- 323 responses via Youth survey hosted on Snap Surveys
- 82 responses from Youth workshops/questionnaire
- 241 responses via General Population engagement on Commonplace
- 230 responses from General Population workshops



## METHODS AND RECRUITMENT

- Self completion surveys. One designed for a general public audience and hosted on Commonplace. The other designed for a youth audience and hosted on Snap Surveys. Both were advertised through contacts, social media, internal LCRCA communications, and press releases.
- Workshops facilitated by the LCRCA and workshops/questionnaires run by Community Suppliers that the LCRCA commissioned.

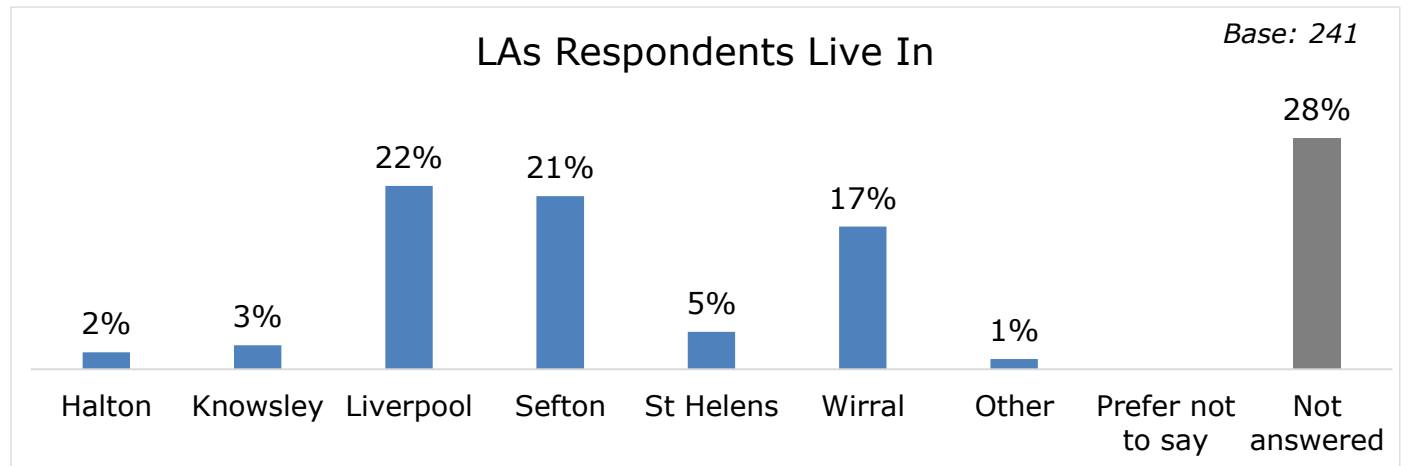
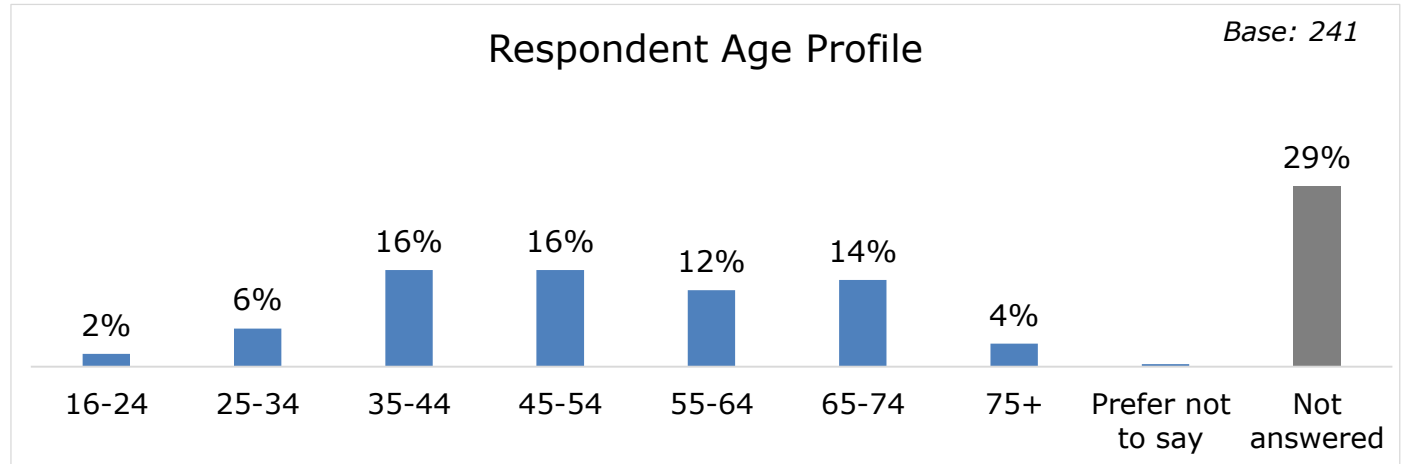


## Commonplace Findings



# 241 people responded to some or all of the 'Transport and Travel' section on Commonplace.

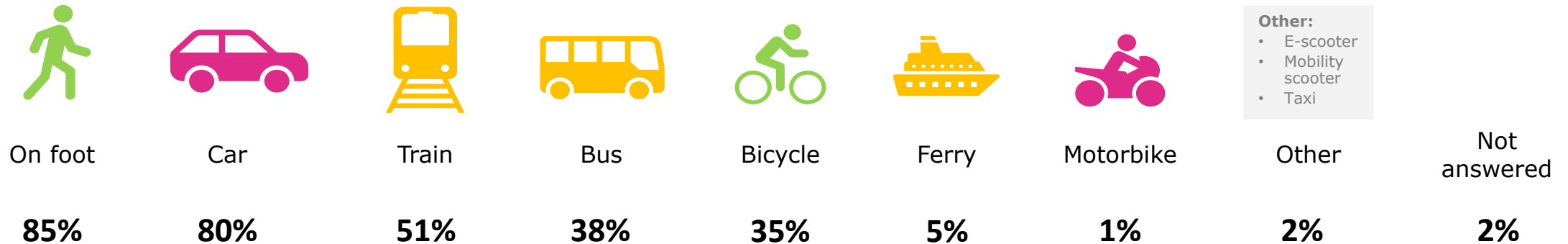
- As not every individual who engaged with the Commonplace questions answered all the sections it is important to understand the make up of the sample per section to fully interrogate the data. Who we are as individuals impacts our responses.
- **The majority were aged 35-74 (58%), with 22% aged 60+.** Potentially the proportions could be higher as 29% did not answer the demographic question regarding age.
- **22% were Liverpool based, 21% Sefton, 17% Wirral based, 5% St Helens, 3% Knowsley based, and 2% Halton based.** Again 28% did not answer this question, so of these anonymous respondents demographics were not collected.





**86% had travelled by active travel modes (bike or on foot) in the last 4 weeks. 4 in 5 (80%) had used a car and/or motorbike, and 63% had used a form of public transport.**

Base: 241

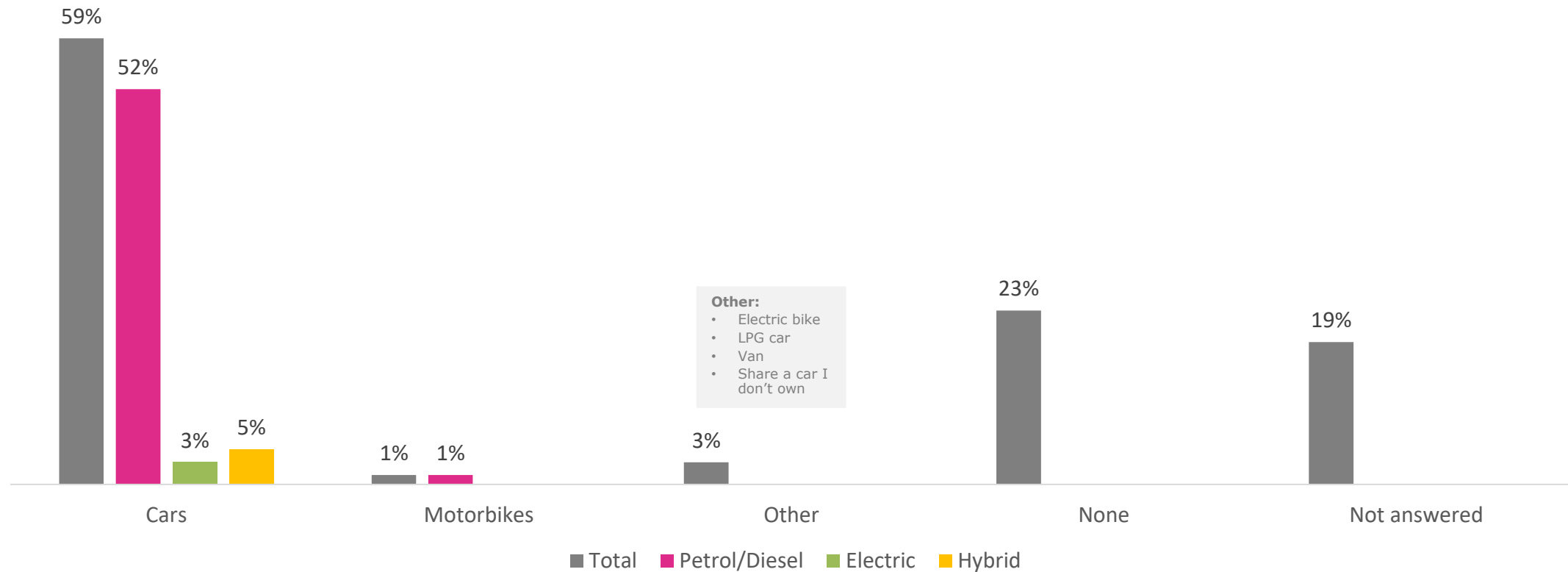




# Just under 3 in 5 (59%) own a car or motorbike. Of those the majority own petrol or diesel cars or motorbikes.

Base: 241

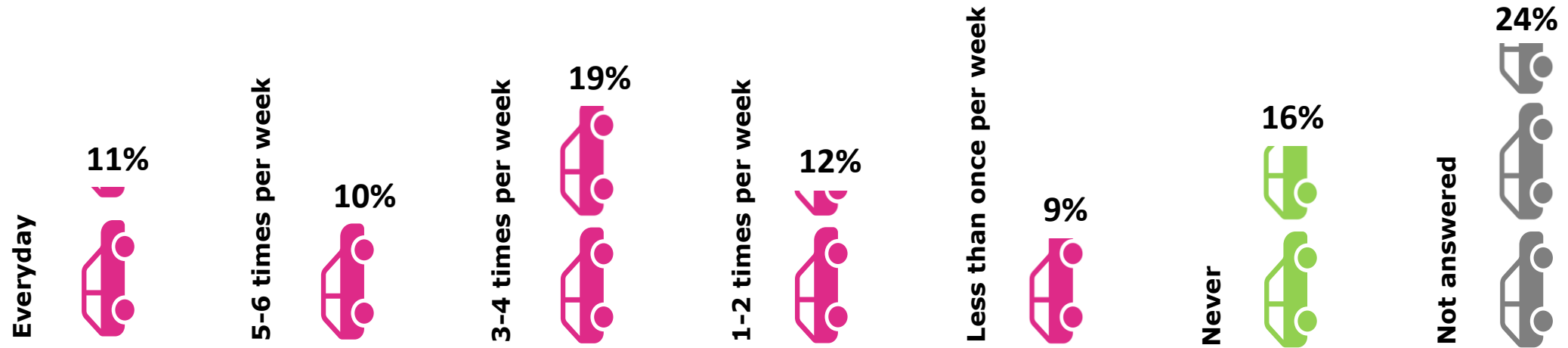
Car or Motorbike Ownership





# Just over 1 in 10 (11%) report to drive their car or motorbike everyday. Although 16% report to never driving.

Base: 241



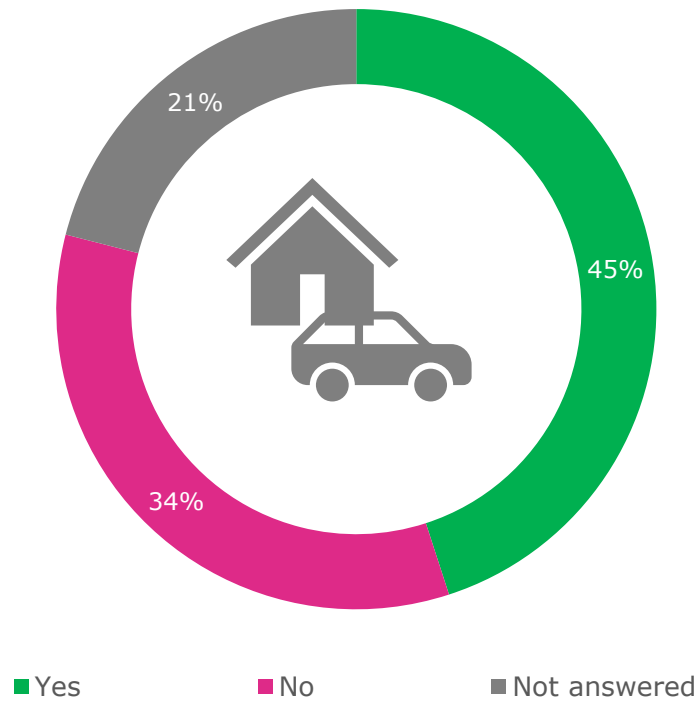




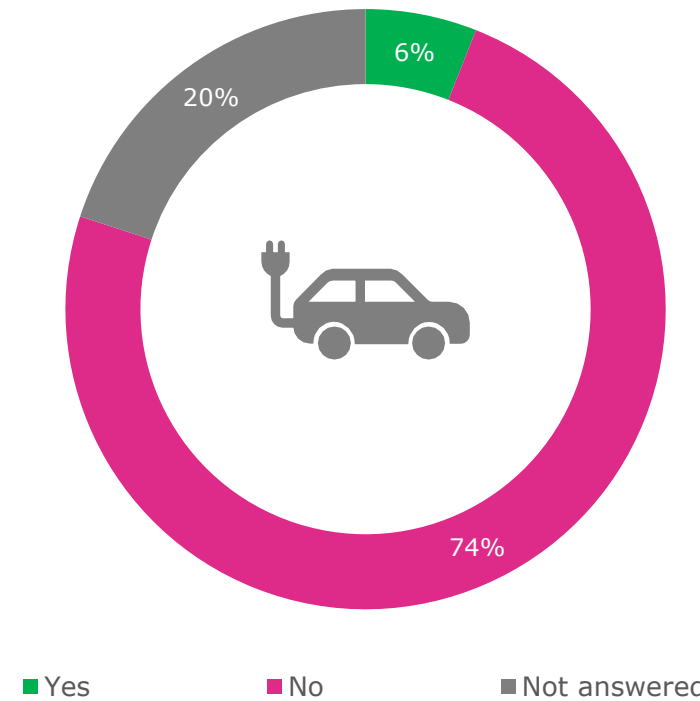
# 45% report to have allocated parking where they live. And, just 6% report to live in a property with an electric charging point they can use.

Base: 241

Do you live in a property with allocated parking?



Do you live in a property with an electric charging point that you can use?

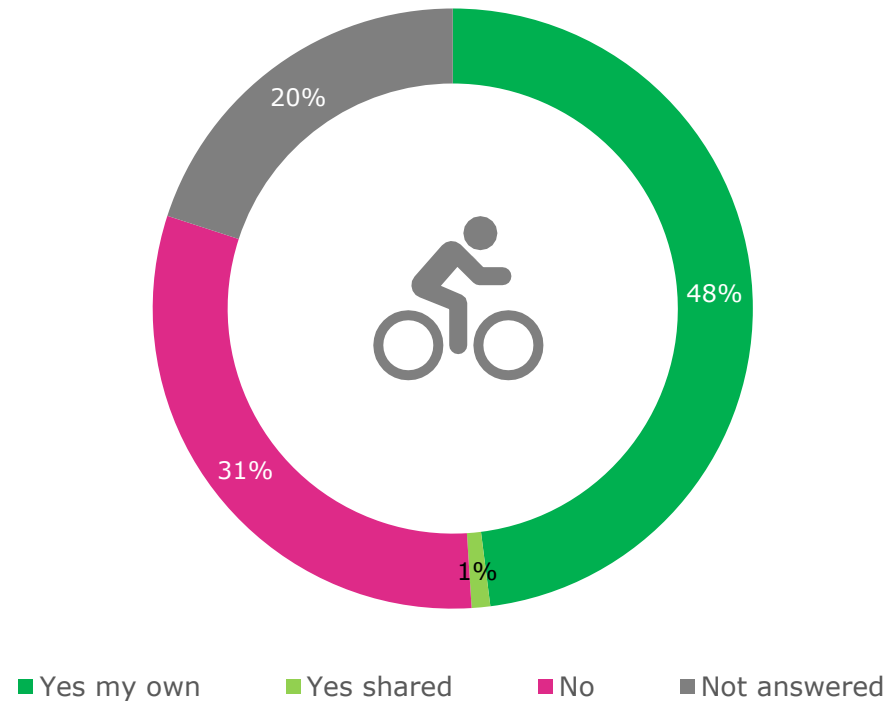




# Just under half (49%) have a bicycle they own or share.

Base: 241

Do you have a bicycle?



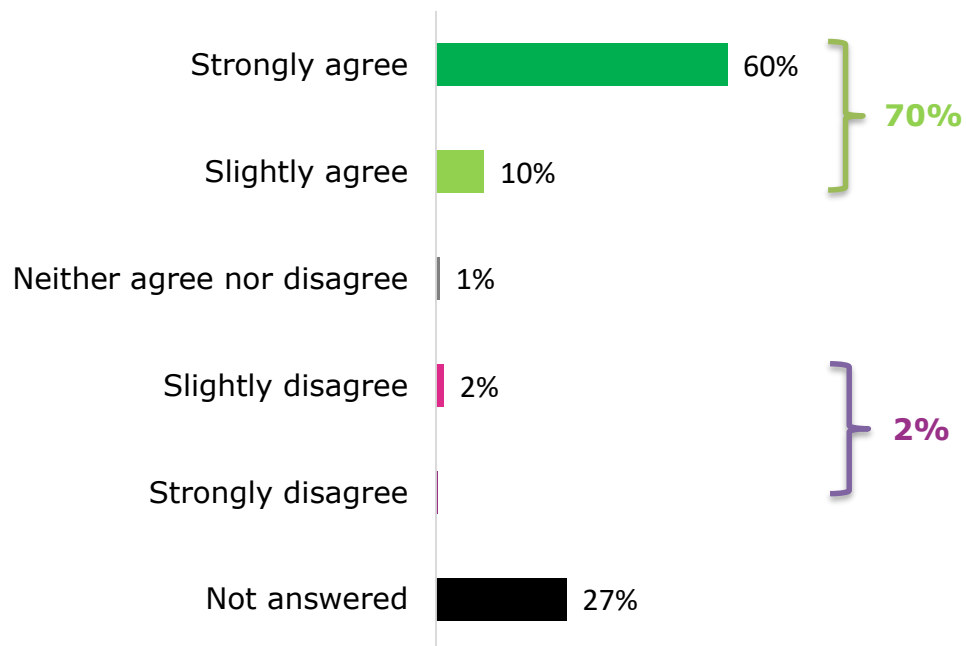


# 7 in 10 (70%) of those who responded to the transport and travel section agree we need to reduce carbon emissions.

This rises to 96% when we exclude those who did not answer the question (base: 176).

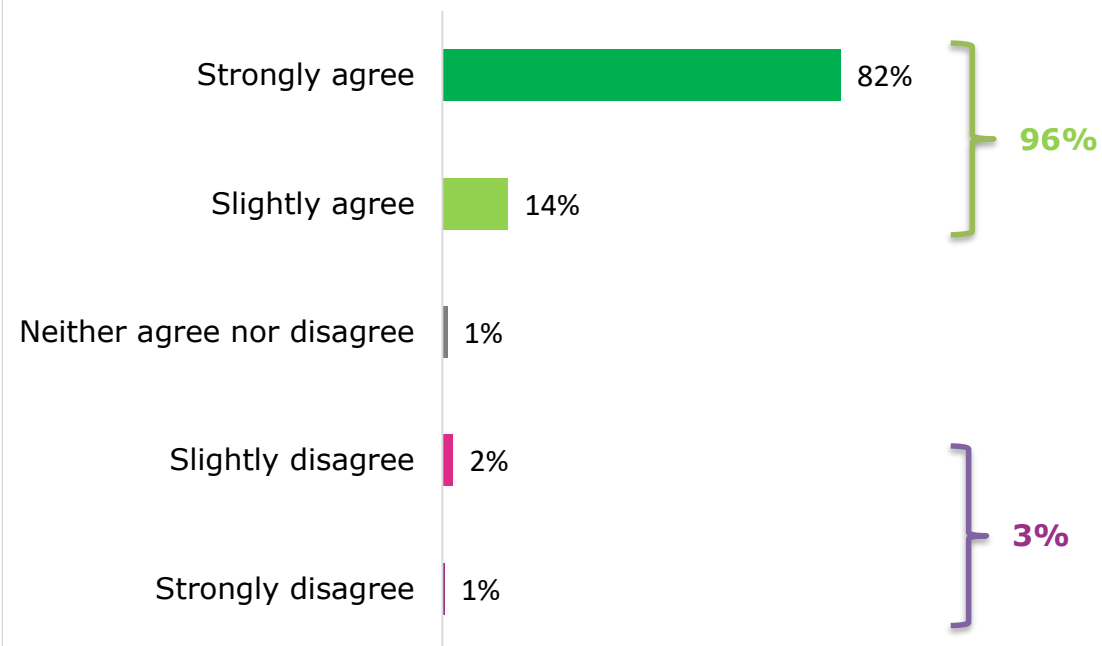
Base: 241

## Level of agreement – need to reduce carbon emissions



Base: 176

## Level of agreement – need to reduce carbon emissions



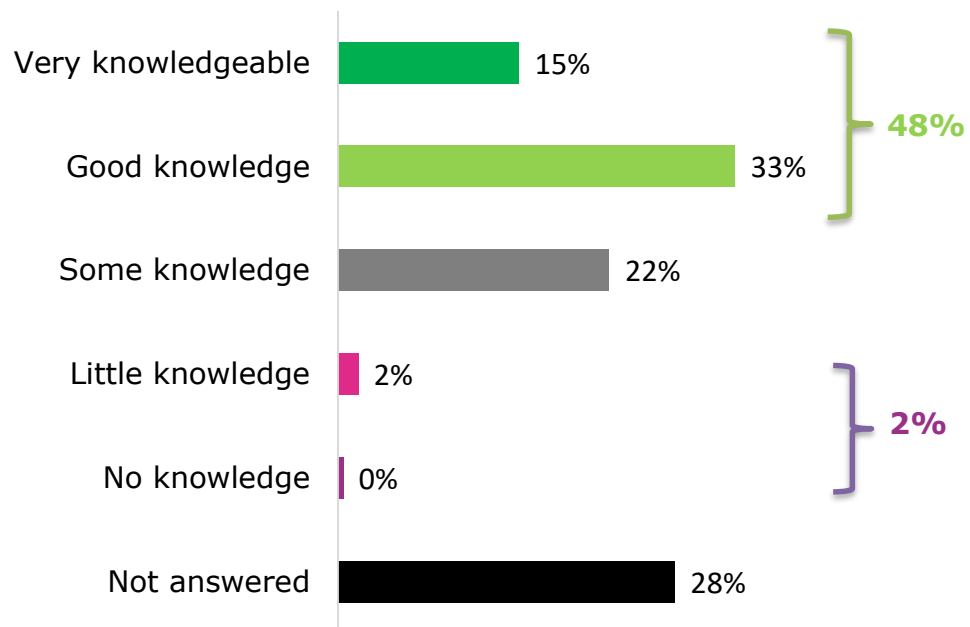


# However, only 48% of those who responded to the travel section feel they have good or very good knowledge of what actions are needed to reduce carbon emissions.

This rises to 2 in 3 (66%) when we exclude those who did not answer the question (base: 174).

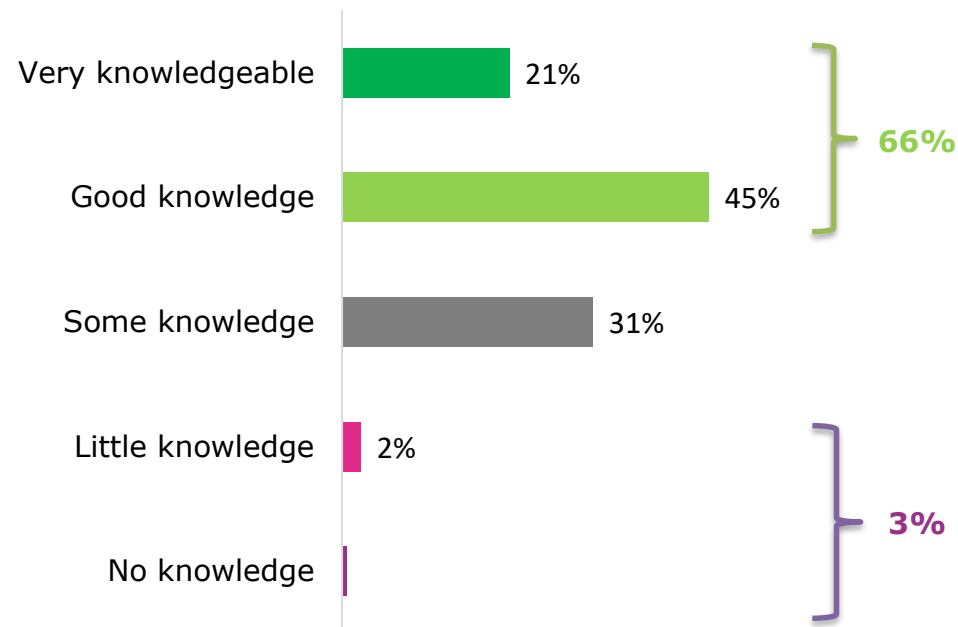
Base: 244

## Personal level of knowledge about actions needed to reduce carbon emissions?



Base: 174

## Personal level of knowledge about actions needed to reduce carbon emissions?





## Visions For Transport and Travel

Whilst emissions have gradually reduced in other areas, transport has largely remained the same in recent years. So, a shift is needed as to how we get around, primarily moving away from private and fossil fuel vehicles.

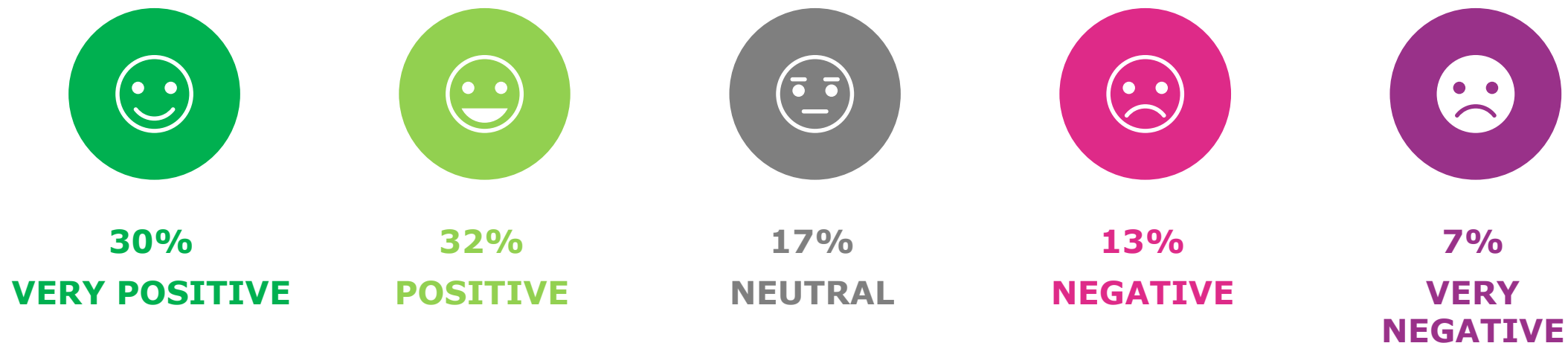
Cycling and walking infrastructure will be upgraded and linked to an integrated public transport network of clean transport modes.

For those who continue to drive, clean air zones will be introduced to encourage people to use public transport or active travel options (e.g. walking) instead.

Electrical charging infrastructure will be expanded in the community and at home.



**62%** of those who reacted to the statement for the future of transport were either positive or very positive about it.

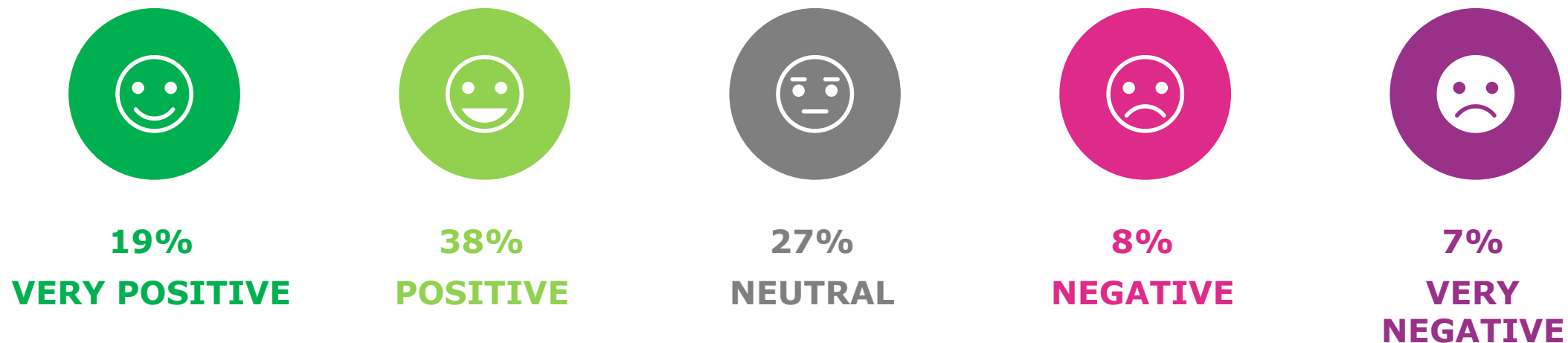


Base: 229 (excluding Not answered n=12)



# This level of sentiment drops slightly (-4%) on seeing all the visions, with **58%** of those that responded to the question (base=221), **feeling positive after seeing all the visions for travel.**

With the rates of very positive dropping 11% between first seeing the overall visions to after seeing all the sub element visions.



Base: 222 (excluding Not answered n=19)



# Active Travel, Connections, and Shared Transport



- **Active travel:** Short car journeys will be replaced by cycling and walking, helped by new dedicated routes.
- **Connections:** Active travel routes will be connected with a joined up public transport system.
- **Shared transport:** Improved cycle and e-scooter hire schemes and car clubs, supported by taxis and better on-demand transport will make owning your own vehicle (e.g. car or motorbike) less of a necessity.

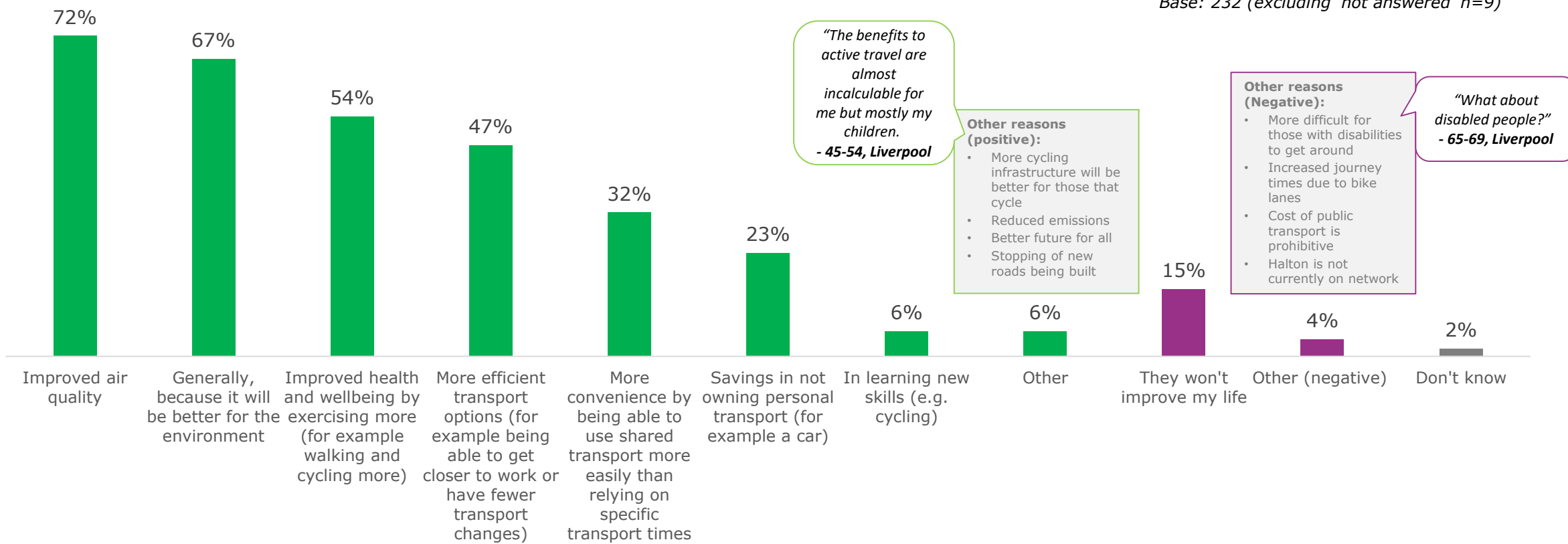




# 12%\* of those that responded to the question (base=232), felt that the visions related to Active Travel, Connections, and Shared Transport would not improve their life or have any improvements for others.

86% noted at least one improvement, with 72% picking improved air quality, 67% believing that in general it will be better for the environment, and 54% noted potential improved health and wellbeing by exercising more.

Base: 232 (excluding 'not answered' n=9)





# Concerns or worries regarding the active travel, connections, and shared transport visions ranged quite widely, however, the most frequent (23%) related to concerns over **poor or insufficient transport links**.

Base: 120 (excluding none or n/a answers n=5)



**23%**  
**Poor or insufficient transport links**



**18%**  
**Poor or insufficient cycling infrastructure**



**14%**  
**The reliance on cars** as a society and peoples unwillingness to change (e.g. ingrained habits)



**10%**  
**Council/LCR actions seeming at odds with 'climate emergency'** (e.g. planning for the airport or Rimrose Valley)



**9%**  
**Cost of public transport**



**9%**  
**Impact on elderly and disabled access**

*"The North West's public transport system is exceptionally poor. The whole system requires more frequent-24/7 services, from trains buses etc and better linked up services. LCR transport system within itself is totally disconnected and slow, it's difficult to get across one area of St Helens to the other, yet alone the rest of LCR. Greater Manchester and LCR might as well be in different countries when it comes to easily connected public transport, match this to London and we're many many years out. I don't think this will change.*

**- 35-44, St Helens**

*"It's a stick approach. People should have the freedom to use their own vehicles. And I'm speaking as someone who mainly walks locally and usse bus/train to visit Liverpool. But that is not always an option."*

**- 65-69, Wirral**

*"Meet with disability organisations and discuss, make plans, in conjunction with these organisations. Otherwise you will isolate and disadvantage elderly and disabled."*

**- 65-69, Liverpool**

### Other reasons:

- Road safety (7%)
- Electrical charging infrastructure (5%)
- 2040 is too late/ it needs to happen sooner (5%)
- E-scooters are dangerous (4%)
- Time taken using public transport/active travel (4%)
- Resources to deliver (3%)
- Political will (3%)
- Quality of road & pavement surfaces (3%)
- Lack of integrated ticketing (3%)
- Cost of electric vehicles (3%)
- Increasing car journeys and generally more difficulty due to the changes (3%)
- Not everyone can cycle (3%)
- Not possible to link everywhere with public transport (3%)
- Vision seems to be geared towards healthier and wealthier people (2%)

(22 Other Codes with 1% response rate included in Notes on PowerPoint)



# Due to the range of visions a number of solutions were given to active travel, connections, and shared transport including **improving the density and frequency of public transport (18%)**, and **improving cycling infrastructure (16%)**.



**18%**  
**Improving the density, frequency, and routes of public transport**

*“Greater awareness by the transport authority of the need for greater frequency of public transport in off-peak times. Provision of more buses in deprived areas.”*  
 - 65-69, Liverpool



**16%**  
**Upgrading, improving, and protecting cycle infrastructure** (including making them safer and prioritising them)

*“Oyster card type system. Cap spending in the city region by £2.50 a day on public transport. Integrate all public transport services.”*  
 - 25-34, Liverpool

*“Removing road capacity and giving it to cycling so there's no sharing required between walkers and cyclists (which slows cyclists and makes it a less attractive alternative to driving, and having secure indoor storage with secure lockers for securing accessories like helmets, computers etc.”*  
 - 35-44, Wirral



**11%**  
**True will and leadership** of leaders to make the changes

*“Start by scrapping HS2; put a block on any new road building unless its creation has been proved to have addressed all possible threats to the immediate environment. Simply running out more ribbons of tarmac for more cars and vehicles will only serve to decrease quality of life, destroy more natural habitats and fail in the 'joined up' vision that is too blithely trotted out as justification.”*  
 - Unknown, Sefton



**11%**  
**Scrapping/stopping contradictory work** (e.g. HS2, new roads, the airport expansion)

Base: 100 (excluding none answers n=4)

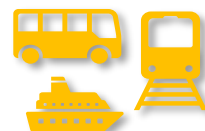
### Other reasons:

- Cheaper or free fares (8%)
- Better integrated multi model public transport (LCR & Northwest wide) (including an Oyster card type system) (7%)
- Prioritisation of areas for improvements (e.g. low income ones, or ones with transport issues) (7%)
- Engage and consult with elderly and those with disabilities to understand their needs (5%)
- Legislation improvements (e.g. what should be on roads or pavements, around polluting idling transport including buses and taxis, and cycle tests) (4%)
- Greater reliability of public transport (4%)
- Prioritise installation of charging points and e-vehicle technology in general (4%)
- Nationalise transport/bring it back in the control of public sector (4%)
- Make walking more attractive and safer (improve pavements) (4%)
- Make sure 'eco-vehicles' are actually eco (3%)
- Don't force people to make the change (3%)
- Good street design including considering all types of alternative transport in planning (e.g. kick scooters, cyclists, prams, mobility scooters, wheelchairs, skates etc) (3%)
- True consultation (3%)

(32 Other Codes with 1-2% response rate included in Notes on PowerPoint)



## Buses, Trains, and Tickets



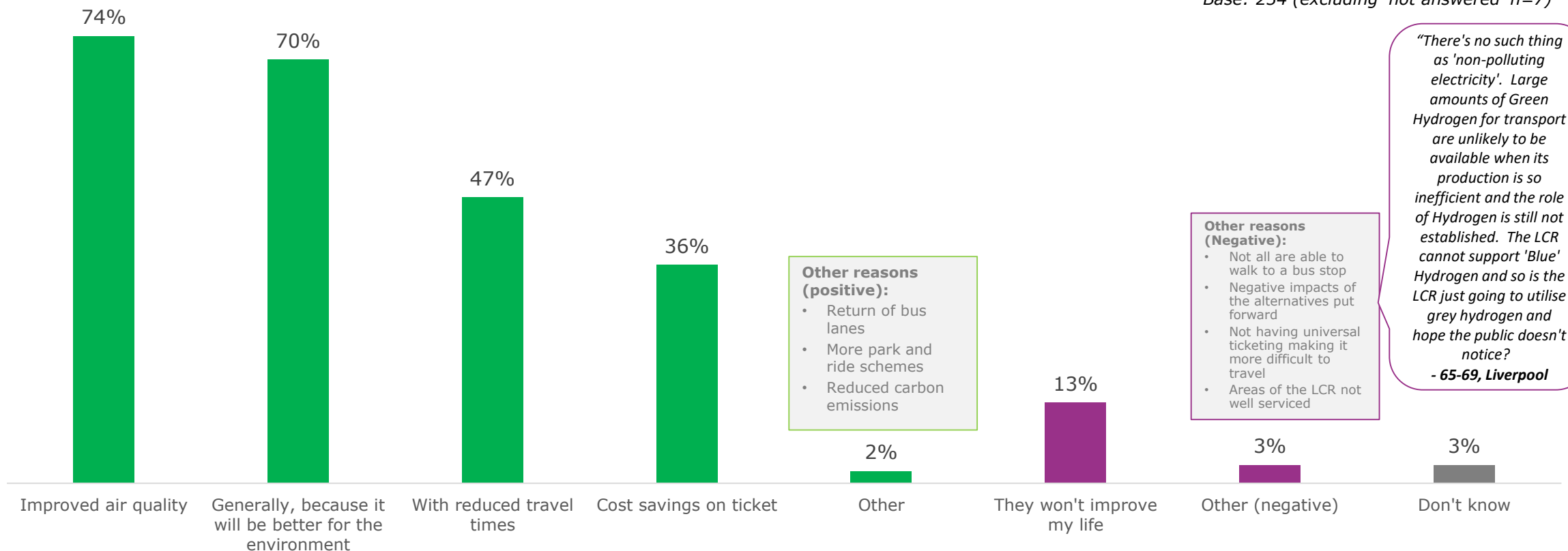
- **Buses:** Buses will be prioritised on busy roads, making journeys faster and they will run on non-polluting renewable electricity and hydrogen.
- **Trains:** New, more efficient trains will reduce journey times on an extended network.
- **Tickets:** New transport tickets will help people to travel via various public transport cheaply and easily.



# 13% of those that responded to the question (base=234), felt that the visions related to Bus, Trains, and Tickets would not improve their life.

85% noted at least one improvement, with 74% picking improved air quality, 70% believing that in general it will be better for the environment, and 47% noted a potential improvement in reduce travel times.

Base: 234 (excluding 'not answered' n=7)





# Concerns or worries regarding the visions for public transport in the main revolved around comments that the current **system is poor and insufficient (54%)**.

Base: 94 (excluding no barrier answers n=10)



54%

**Poor public transport efficiency and accessibility** (including speed/journey times, available routes, ticketing offer, capacity issues, accessibility for all locations, ages, and disabilities, and sufficient provision for those with bikes)



17%

Some comments were **pessimistic about if the vision was realistic**



15%

**Cost of public transport** currently is a barrier



15%

There are **preferences for private transport** (e.g. cars) because of the convenience, space they have, and for their use as status symbol.



14%

**Seemingly contradictory decisions made** (e.g. talk "green" but bus stops taken out, also more free parking than available bike storage at supermarkets, Rimrose Valley Road Project decisions, and reducing connectivity to South Manchester)

*"As we live in Halton, I am concerned that this won't happen here like now if we want to use public transport it costs a fortune as we have to buy multiple tickets and due to different modes restricted on times to return home"*  
- 35-44, Halton

*"I'm not sure if the bus companies are up to the task. I don't regularly use the bus at the moment but have in the past. Traditionally buses were late, over crowded or didn't stop because they were full. Its not enough to throw a few electric buses on the route and say you've saved the environment. Someone needs to look at which routes are busiest, when they're busiest and what kind of buses are in use."*  
-25-34, Knowsley

### Other reasons:

- "Renewable" energy is questionable (e.g. Green or blue hydrogen?, cost benefit of hydrogen over electric buses, how renewable in truth is the renewable electricity?, issues over battery production and mining) (9%)
  - Private ownership practices of bus and rail providers (finding loop holes or lying (e.g. eco buses that aren't eco), and taking profits from busy routes whilst the public continues to subsidise other routes) (6%)
  - Congestion problems in general, and due to tourist/weekend/day trip travel (5%)
  - Availability of funding (3%)
  - Safety concerns of using public transport (3%)
  - More detail is needed in order to comment (3%)
- (9 Other Codes with 1% response rate included in Notes on PowerPoint)



# Solutions ranged widely with 28% noting improving and creating more route options, 15% keeping fares low, and 13% suggesting bringing ownership into public/local hands.



**28%**  
**Improve/reinstate route options and generally create more public transport** that is integrated with each other and all areas

*“Cheaper fares, more hop-on, hop-off tickets, better integration with rail, better integration with other areas, more direct services instead of going all around the world.”*  
**-34-44, West Lancs. (but visit LCR for leisure and family)**



**15%**  
**Keep fares low** or make transport free

*“No changes will happen until it is made more convenient and cheaper to use public transport than private cars.”*  
**-45-54, St Helens**



**13%**  
**Local democratic control/public ownership** of public transport

*“You need to involve people in developing the plans for the new public transport system and it needs to be taken back into some form of local democratic control, see what the We Own It report said on this and the form that could take. That way the funds stay circulating in the local economy and people feel like they have ownership and can influence the services and they aren't just run to maximise share holder dividends.”*  
**35-44, Liverpool**



**8%**  
**Improved ticketing system** to be more joined up (e.g. across modes and companies) and to reflect changes in working

Base: 71 (excluding 'none' answers n=1)

### Other reasons:

- Involved public in decision making (7%)
  - Introduce trams (7%)
  - Clearer leadership (less firefighting approach) with a clear plan (7%)
  - Re-think your plans (you have no mandate/people won't change/think beyond what you think you know) (6%)
  - Stop contradictory decisions (e.g. Rimrose) (6%)
  - Use the data you have (e.g. bus passes, number-plate recognition to identify driving patterns etc.) to make informed decisions (4%)
  - Improved security (e.g. having a security presence on routes) (4%)
  - Improve reliability of public transport (4%)
  - Reinstate bus lanes (4%)
  - Big publicity drive/education (4%)
- (22 Other Codes with 1-3% response rate included in Notes on PowerPoint)



# Refueling & Recharging vehicles, Electric cars at home, and Clean Air Zones

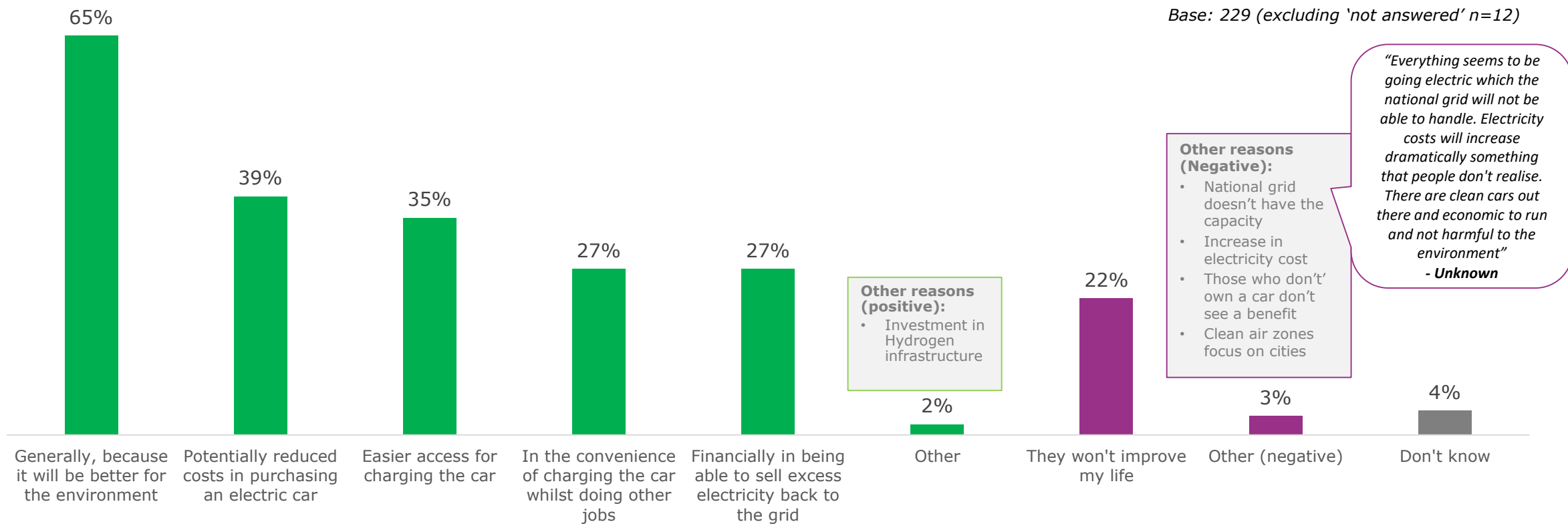
- **Refuelling & recharging vehicles:** With no new petrol & diesel cars being sold from 2030, the electric charging infrastructure will improve, with a network of charging points at work, the supermarket and other destinations. Petrol stations will shift to electric and hydrogen fuels and there will be fewer pumps for petrol and diesel vehicles.
- **Electric cars at home:** Although electric cars will increase electricity use, they also increase storage. New home charging points can no longer charge at peak times, reducing the risk of blackouts. Cars will automatically charge at night when electricity is cheapest. The cars can then store the electricity and sell it back to the grid at a profit when it's needed.
- **Clean air zones:** Clean air zones will be introduced into city centres to improve air quality through behaviour change.





## 22% of those that responded to the question (base=229), felt that the visions related to refueling and recharging vehicles, electric cars at home, and clean air zones would not improve their life.

74% noted at least one improvement, with 65% believing that in general it will be better for the environment, 39% potentially seeing benefits of reduced costs in purchasing an electric car, and 35% noted potential easier access for charging a car.





# Concerns in the main related to **how some would practically charge their vehicles at or near their home (27%),** and the **expense of buying an electric car (27%).**

Base: 109 (excluding 'nothing to add' answers n=7)



**27%**  
**Practical concerns around charging at home** (e.g. no driveway, terrace houses, flats, old properties, expense to install, safety concerns)

*"Being able to afford electric car, Living on streets were charging points would be difficult to install."  
- 45-54, Wirral*



**27%**  
**Expense of electric cars** (including subsidies not being enough)

*"Too many different public charge point operators with wide varying prices. Electric vehicle cost parity needs to be better. Possible concerns over battery manufacturing ethics/impacts etc."  
- 45-54, Liverpool*



**17%**  
**Coverage, range, and price of public charging points**

*"How do people who work nights charge their cars if they're not allowed to be charged during the day? Charging electric cars at petrol/service stations is massively more expensive than doing it at home so again, normal people are being priced out of owning a car. It's going to become a luxury item when a lot of people rely on cars for their freedom."  
- 25-34, Knowsley*



**14%**  
**Concerns over where the electricity will come from** (e.g. fossil fuels, demand issues on the grid)



**13%**  
**Set times for charging will limit uptake**



**11%**  
**Electric cars are not the right solution should be reducing car use**

### Other reasons:

- Environmental/ethical impact of sourcing material for electric cars (8%)
- Mileage range of electric cars (7%)
- Will not happen fast enough (6%)
- Will lead to discrimination (particularly of the more deprived areas, and those on shift work) (6%)
- A lot more infrastructure is needed (hydrogen, energy sources etc) (4%)
- Long charging times (3%)
- Recyclability of electric cars/waste of them (3%)
- Perception electric cars are not the way forward (3%)
- People will keep hold of the fossil fuel cars (3%)
- Visions is too narrow (doesn't address HGVs and increased home deliveries and congestion) (3%)
- Contradictory behaviour (e.g. councils making car parking free, new road plans) (2%)

(11 Other Codes with 1% response rate included in Notes on PowerPoint)



# Solutions included making electric cars cheaper or offering support to reduce the cost (21%), investing in renewable sources and other sources to reduce the pressure on the grid (17%), and putting in more charging points (16%).



21%

**Support to make cars cheaper** (e.g. better subsidies/rebate scheme/local business grants/making the cars cheaper)

*"Unless electric cars become super cheap, like under £2000 I'm not sure."  
- 45-54, Liverpool*



17%

**Invest in renewable energy sources** (including Hydrogen, tidal, encouraging hydrogen cars)

*"Needs to be considered holistically. We're reducing the methods of generating electricity (doing away with fossil fuels) and we're also going to need more to replace petrol and gas. Therefore, the demand will need to be met so schemes like the tidal barrier are essential."  
- Unknown*



16%

**Increase the number of charging points**

*"Just improve public transport, and people will reduce car usage, rather than pushing electric vehicles."  
- Unknown*



12%

**Spend money on public transport**

*"We should push back against car culture and let people know that, if they have 2/3 cars then they might have 1 in the future. A decent, effective public transport network combined with walking and cycling will be a net-win for us all."  
- Unknown*



11%

**Reduce car use**

Base: 76 (excluding 'none' answer n=5)

### Other reasons:

- Solutions for flats and terraces (e.g. Electric Vehicle Charge Channel (EVCC), changes to planning regulations) (8%)
  - Political leadership (5%)
  - Leave drivers to make their own decisions (5%)
  - Education and training / more information for the public (4%)
  - More no traffic zones (3%)
  - Strict regulations on charging costs (3%)
  - Solutions for those that can't charge at night (e.g. free/cheaper charging at workplaces with night shifts/ allow charging at any time) (3%)
  - Stopping contradictory plans (e.g. Rimrose) (3%)
  - Regulations and restrictions to industrial companies to reduce emission/ Increase corporate taxes to use the money for plan (3%)
  - Invest in active travel (3%)
- (12 Other Codes with 1% response rate included in Notes on PowerPoint)



# Other Ideas and Thoughts



# At the end of the survey respondents to the Commonplace survey were asked if they had any other thoughts or visions about how the future of transport and travel could look. A number of the comments revolved around making public transport and active travel the preferred option over driving.



## Actions to discourage driving and make public transport and active travel more attractive

- Encouraging less car use (e.g. giving tax breaks to people who do not have a car).
- Banning cars from Liverpool City Centre.
- Only allowing deliveries to the city centre between 10pm and 8am, with only buses, taxis, pushbikes and vehicles carrying a disabled person being allowed in the city centre between 8am and 7pm.
- Traffic-free Sunday morning every week, then extend to whole Sundays except in the evening when people are coming back to Liverpool and need to get home somehow.
- Air quality zone could be a transition through to a car free zone which extends further out of the city.
- 20 m.p.h. Speed limits around towns, except on major roads.
- Public transport promoted as socially responsible.
- Better apps to plan routes and see services.
- Cheaper and more flexible tickets for public transport.
- More train stations.
- Better connected and more frequently running public transport, with boarding points closer to residential area.
- A body that will oversee complaints about poor quality of public transport /fair access user group to oversee responses to complaints.

- Integrated travel.
- Cleaner public transport.
- Grants to help lower income citizens access e-bikes.
- Better and safer cycling and walking infrastructure (e.g. through having segregated lanes, and reallocating road space for it).
- Provision for bikes on buses and trains in order to make hybrid journeys possible.
- Space on public transport to store a load of shopping. A single case isn't too bad, but if you have several bags of shopping it can be tricky.
- Far more pedestrianised areas.
- Legally allowing the use e scooters on the roads (with driving license, helmet and insurance).
- A tram network.
- Varied forms of mobility.
- Learning from other places (e.g. Copenhagen).



## Reversal/stopping of contradictory decisions

- No expansion to the airport, in fact a reduction in travel.
- Ban on new roads.
- Support for finding a sustainable, non road port access solution.
- Support of protecting green spaces



# Other thoughts varied with some thoughts including driverless cars, charging in the road, and fitting solar panels on cars and buildings to provide the energy needed.

## Other

- Electric buses, train and ferries.
- Driverless cars where the destination is not on a public transport route or needed on special occasions.
- Chargers in the road.
- All public vehicles and all newly sold private vehicles will be fitted with solar panels, WIFI etc.
- Transport run by public.
- The use of more solar power and wind generation on the likes of office blocks, shops, and also private homes.
- Major development with the solid-state battery.
- Ban on cars capable of reaching 70mph+ and more speed bumps, more speed cameras.
- Reduced frequency of mowing roadside verges to once or twice a year.
- Wider reaching conversations which target the root cause of carbon emissions.
- Ban on e-scooters.
- Don't see these changes taking place.



## General Population Workshop Findings



## Visions For How We Will Get Around



*By 2040, petrol and diesel cars will no longer be sold. For those who continue to drive, electrical charging infrastructure will be expanded. Clean air zones will be introduced to encourage behaviour change so that short car journeys are replaced by cycling and walking, helped by new dedicated routes. Cycling and walking infrastructure will be upgraded and linked to an integrated public transport network of clean transport modes. Buses will be prioritised and will run on non-polluting, renewable electricity and hydrogen and new, more efficient trains will reduce journey times on an extended network. New transport tickets will help people to travel via various public transport cheaply and easily.*





# Only 35% of those asked about the transport vision in the adult workshops were positive about the vision.



**35%**  
POSITIVE



**43%**  
NEUTRAL



**23%**  
NEGATIVE

*"Expensive and inconvenient."*

Many could see the link between transport and carbon reduction but there were a number of negatives shared around unpredictability of public transport and costs of alternative. There were also some reservations around the impact for those with disabilities.

Base: 230



**Environment, health, access, and cost improvements** were seen as potential positives from the suggested changes related to the travel vision.

### Positives and Benefits



- **Good for the environment**
- **Reduced cost** of public transport as more people use it
- **Cheaper electric cars** with **more infrastructure**
- **Reduced number of traffic accidents** and deaths
- **Safer cycling**
- **Increased local shopping** as easier to get to than out of town places
- **Improved health** due to better air quality and more exercise
- **More accessibility of jobs** as the public transport network improves
- For those who have to drive there will be **less traffic** and therefore less stress



# However, concerns were raised relating to **finance, safety, behavioural, and potential unforeseen knock on impacts.**



## Concerns or Worries

- **Financial concerns**

- The expense of upgrading to electric cars.
- Being trapped with rising fuel costs if you need a car but can't switch to electric.
- The expense of buying a bicycle and all the safety equipment, sometimes it can be cheaper to buy a second-hand car.
- Not being able to sell their current petrol or diesel car.

- **Safety concerns**

- Of hydrogen.
- Of cycling.

- **Behavioural barriers**

- Confidence of cycling.
- Convenience of driving.

- **Organisations profiting**

- Shareholders and companies profiting off public money whilst services still do not improve.

- **Unforeseen knock on impacts**

- Could lead to humanitarian disaster if there are less air and sea travel which is key for those escaping tyranny and war. If these are reduced people will be trapped in those countries.
- Business could be harmed by restriction of cars in certain localities (e.g. high streets, out of town shopping areas).

- **Other**

- Increased congestion if road space is lost to cyclists.
- Not all can cycle or walk very far.
- What if public transport doesn't improve?
- Some areas of the city region are not well connected.
- Clean area zones don't work they just add cost. Look at London it still has lots of traffic.
- Bike maintenance.



# In the workshops participants were asked if they could think of any solutions to these concerns or worries. Suggestions included **financial support, improved infrastructure, and education.**



## • **Financial Support**

- Car scrappage and swap deals.
- Affordable alternatives.
- Offers to help disabled people access travel options too e.g. 3 wheeled bikes.

## • **Improved infrastructure**

- Prioritised investment into charging points.
- Separate infrastructure for cars and bicycles.
- Park and rides.
- More public transport.
- Pedestrianising towns and cities, with reasonable alternatives for those with disabilities.
- More local health services to reduce need to travel.

## • **Education**

- Education on why the changes are needed.
- Cycling training.
- Providing information about the changes including when and what is expected.

## • **Other**

- Not restricting cars until public transport has been improved.
- Recycling old transport.



## Youth Engagement Findings

# What transport could be like in 2040...



- *Short car journeys will be replaced by cycling and walking.*
- *Rather than owning your own car, there will be more sharing of transport, for example, with bike hire, e-scooter hire, car clubs, and increased use of public transport and taxis.*
- *Buses will run on non-polluting renewable electricity and hydrogen.*
- *New more efficient trains will reduce journey times.*
- *New transport tickets will help people to travel via various public transport cheaply and easily.*
- *The electric charging infrastructure (for cars and motorbikes) will improve, with charging points at work, the supermarket and other destinations. Petrol stations will shift to electric and hydrogen fuels and there will be fewer places to fill up petrol and diesel vehicles with the sale of new petrol cars ending by 2029.*



**62%** of those that responded to the youth survey are somewhat or very happy with the vision presented regarding transport in 2040.



**28%**

VERY HAPPY



**34%**

SOMEWHAT HAPPY



**26%**

NEITHER HAPPY NOR  
UNHAPPY



**8%**

SOMEWHAT  
UNHAPPY



**4%**

VERY UNHAPPY

Base: 323



# 73% of those asked about the transport vision in the workshops/questionnaire were positive about the vision.



**73%**  
POSITIVE



**26%**  
NEUTRAL



**1%**  
NEGATIVE

*"If the things on the page come to life, then life would be much better."*

Two groups were mainly neutral for different reasons one questioned how realistic the vision was, whilst the other wondered what would happen in regards to the disposal of old vehicles

Base: 82





**There were a number of positives put forward in the workshops, around potential **improvements to public transport** and general **improvements to the environment**, as a result of the proposed.**



### Positives and Benefits

- New trains
- Extended public transport network
- More viable transport options also increasing job and leisure opportunities
  
- Affordable electric vehicles
- Clean air zones & less pollution
- Less congestion
  
- Generally better for the environment
  
- Safer cycling/walking
  
- Potential opportunity to use old cars for good, e.g. as community cafes, libraries, teaching hubs, shelters for homeless etc.



# However, there were some concerns raised around **safety, finance, practicalities, and potentially unforeseen negative impacts.**



## Concerns or Worries

### • Safety concerns

- Lack of sufficient road safety knowledge
- E-scooter safety
- Quieter electric cars could cause issues for visually impaired
- Safety of walking and cycling
- Failing technology in electric cars could cause accidents
- Petrol fumes and congestion

### • Financial concerns

- Transport may become more expensive
- Affordability of bikes
- Cost to charge electric cars
- Won't be able to afford a car

### • Negative impacts

- Reduced mobility of old or disabled individuals if cars are banned
- How environmentally friendly are electric car components? E.g. batteries
- If cars are restricted from certain areas, businesses will suffer
- If road space is given to cyclists, congestion will increase
- Travel could be harder if car use is restricted but public transport doesn't improve

### • Practicalities

- Where to charge cars?
- How to transport weekly shopping without a car?
- Where will existing cars go?
- What if there is a power cut?
- Seem to be relying a lot on electricity

### • Concerns about the range of electric car batteries

### • Concerns over the reliability of public transport (particularly mentioned in Knowsley and Wirral groups)

### • Behavioural barriers

- Potentially there could be some behavioural barriers such as people feeling happy to cycle short journeys but not longer ones
- Also there appeared in the conversations to be an aspirational element of learning to drive and a link to feelings of independence

A relevant point of note to raise, **even the participants of a group who participate in a cycling-related initiative expressed that cycling was a hobby and that, as much as they enjoyed it, it would not discourage them from wanting to learn to drive.** Two of the participants cited older siblings who had learned how to drive recently and they saw this as something that they wanted to emulate.

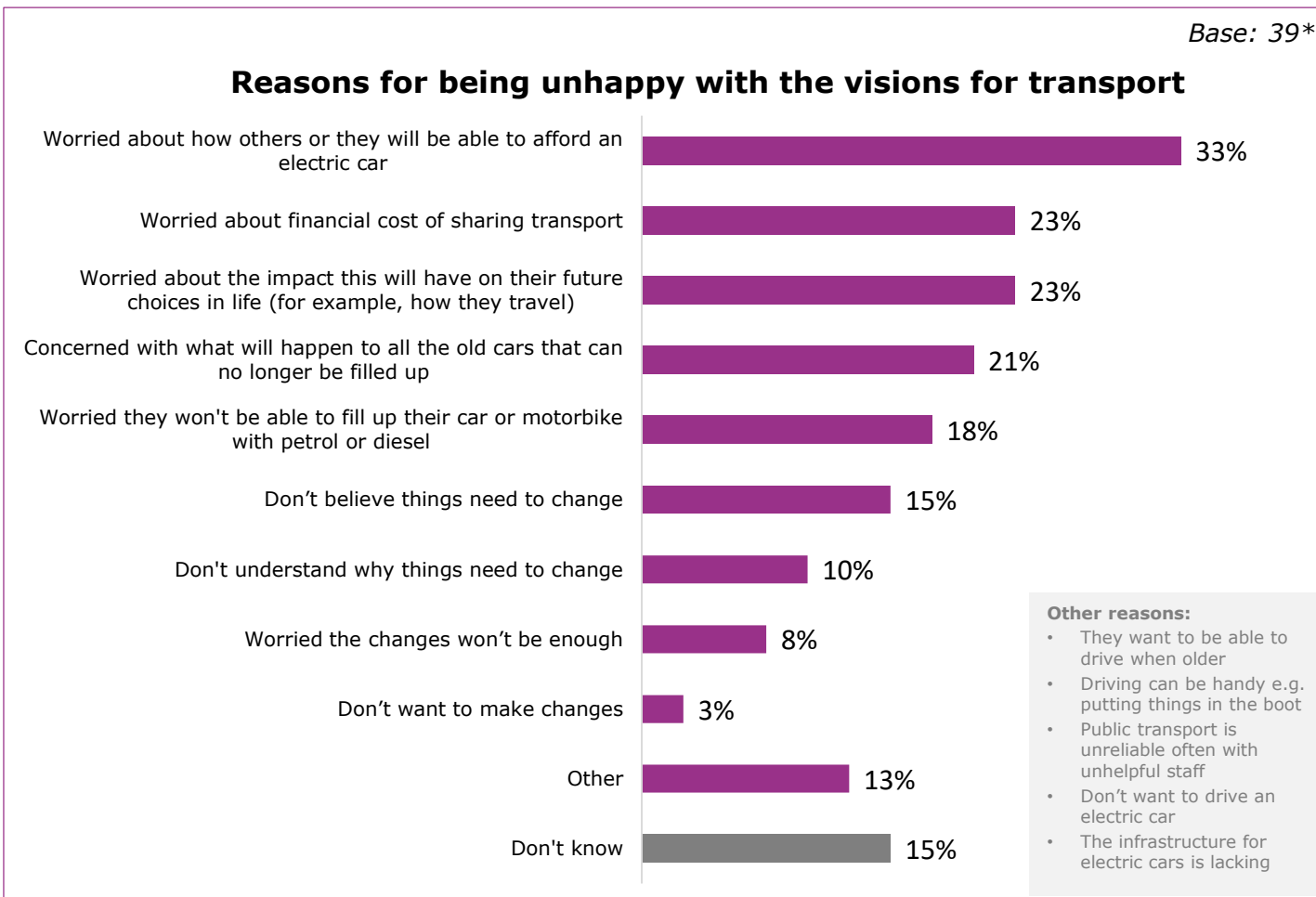




# For the 39 who were unhappy with the vision in the youth survey, they highlighted worries about the potential **financial and environmental negative impacts** of the suggested changes.

- The four biggest reasons, selected in the youth survey, for being unhappy with the transport vision included;
  - Worries about how others or they will be able to afford an electric car (n=13)
  - Worries about the financial cost of sharing transport (n=9)
  - Worries about the impact these changes will have on their future choices in life (n=9)
  - Concerns around what will happen to all the old cars that can no longer be filled up (n=8)
- Only 2 of those who were unhappy disagree action is needed to reduce carbon emissions.
- And, 3 of those who were unhappy were over the age of 25.

*"The infrastructure for electric charging points for both cars and buses is quite poor. I do not have faith in the government that cars will go electric and I do not believe that they are able to build the required infrastructure in time."*  
 – Liverpool, 14-15yr old, Male

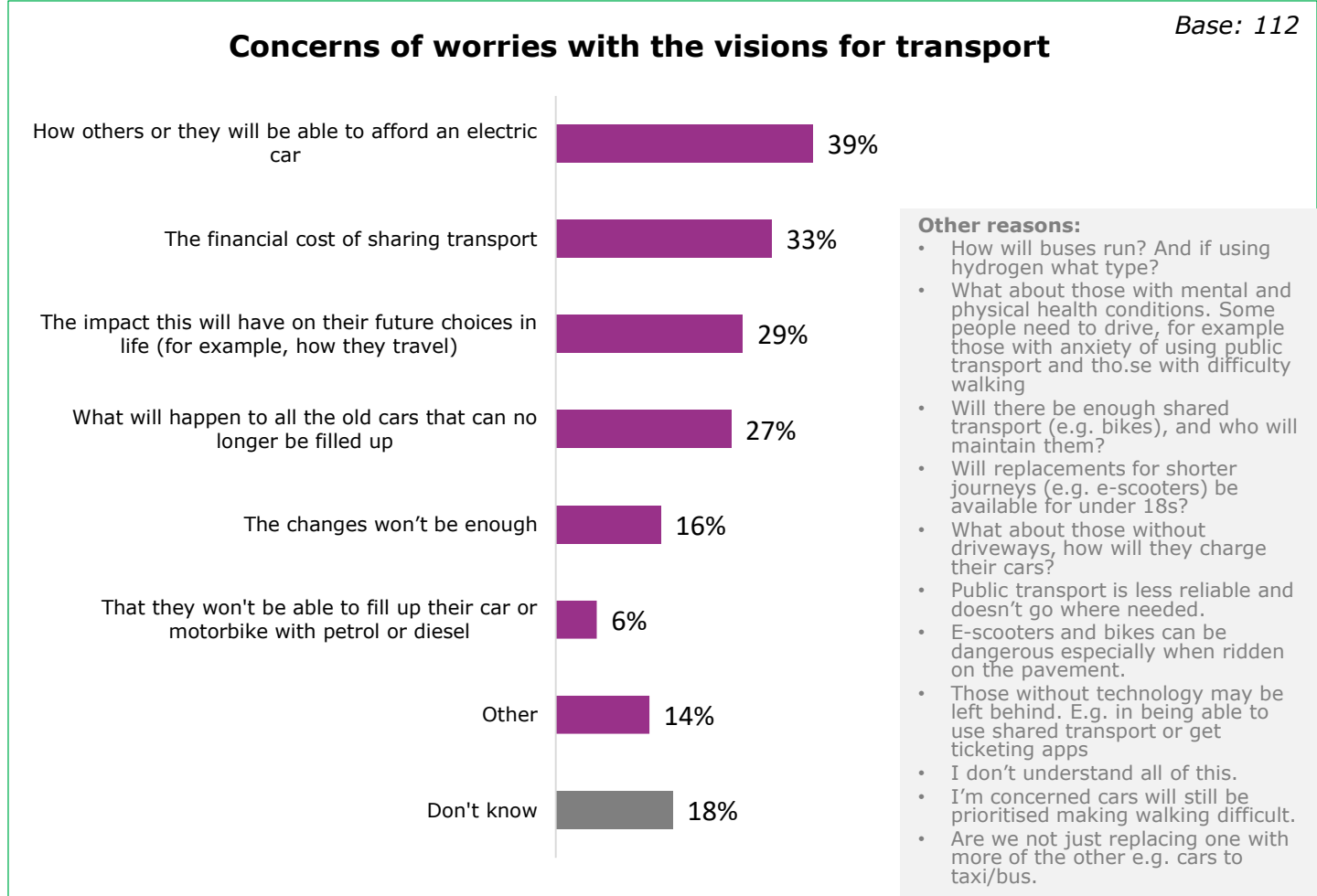




# Furthermore, 39% of those who are happy (or in between) about the vision have some concerns or worries mainly about **affordability and finance**.

- Of the 284 who noted either being somewhat or very happy in the survey, or neither happy nor unhappy, with the transport vision, 39% (n=112) still mentioned having concerns or worries about how transport could be in the future.
- The four biggest concerns or worries being:
  - How others or themselves will be able to afford an electric car (39%, n=44)
  - The financial cost of sharing transport (33%, n=37)
  - The impact this will have on their future life choices (29%, n=32)
  - What will happen to all the old cars that can no longer be filled up (27%, n=27)

*“How can people on poorer incomes who go on camping holidays be able to do this? And people who are poorer don’t have driveways to be able to charge electric cars. My mum would not be able to get us to school, then to work in time to pick us up.”*  
 – Liverpool, 10-11yr old, Male





# In the workshops participants were asked if they could think of any solutions to these concerns or worries, with a few suggestions being put forward...



## • Financial Support

- Government-backed scheme to make electric cars more affordable (e.g. scrapping scheme)
- Government ringfencing money for public good instead of private companies making big profits
- Truly affordable public transport
- Free buses



## • Improved viable public transport

- Improved reliability & customer service – make sure cars are not restricted until the public transport offer has improved
- More services & a tram system
- Greater security on network
- Coordination across regions
- Make it more attractive like with the hydrogen bus plans



## • Education and encouragement

- Encourage walking to school
- More cycle training & road safety training
- Education in school
- Making people more aware of the changes needed

## • Address safety concerns

- More electric car safety tests
- Efforts to tackle underlining anti social behaviour which is stopping operators from offering services in some areas
- More cycle lanes
- Make roads safer at the same time



## • Address charging concerns

- Petrol stations should have electric charging points
- Investment should be made into new technology e.g. charging pads in the road, and kinetic energy/regenerative braking so batteries can charge in motion

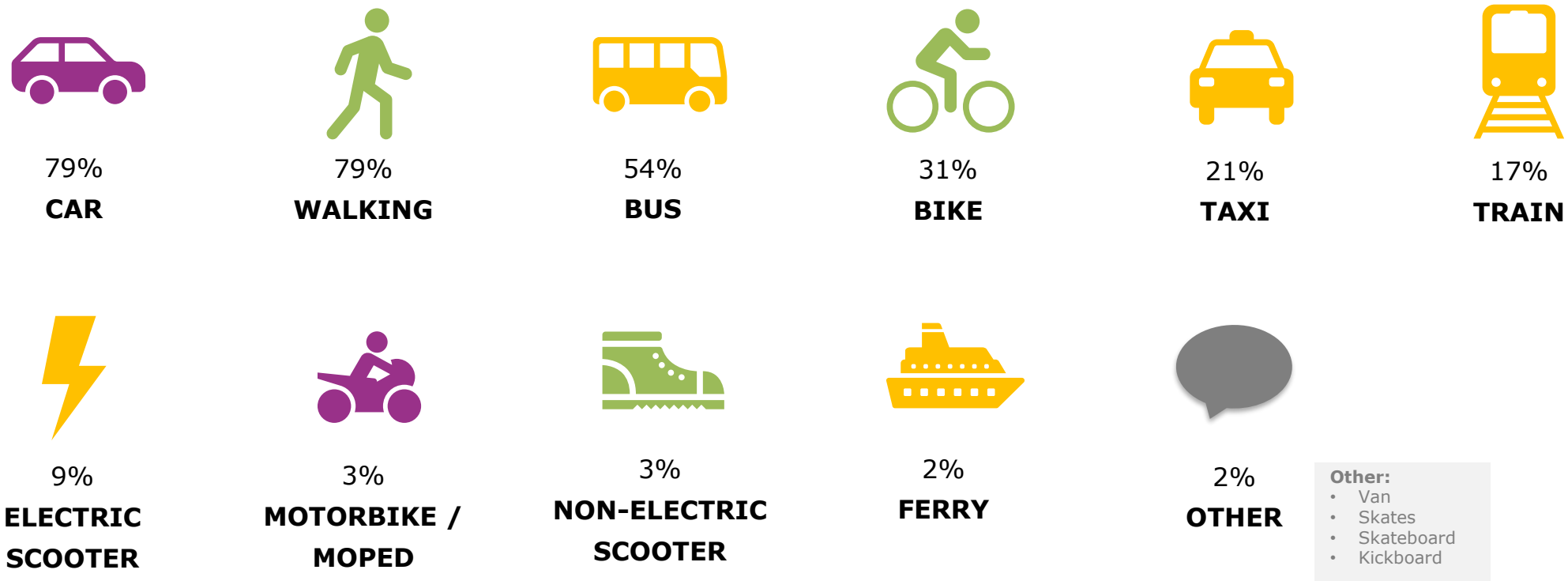
## • Other

- More trees on long streets
- More green bus routes
- More local activities and culture to reduce need to travel
- Restrict traffic in town
- Hydrogen cars
- Flying cars (to reduce congestion)
- Improved cycle parking



# Currently, respondents to the youth survey mostly travel on foot or by car (79%) with 54% using a bus.

In the last 2 weeks before taking part in the survey respondents had travelled by the following modes of transport...

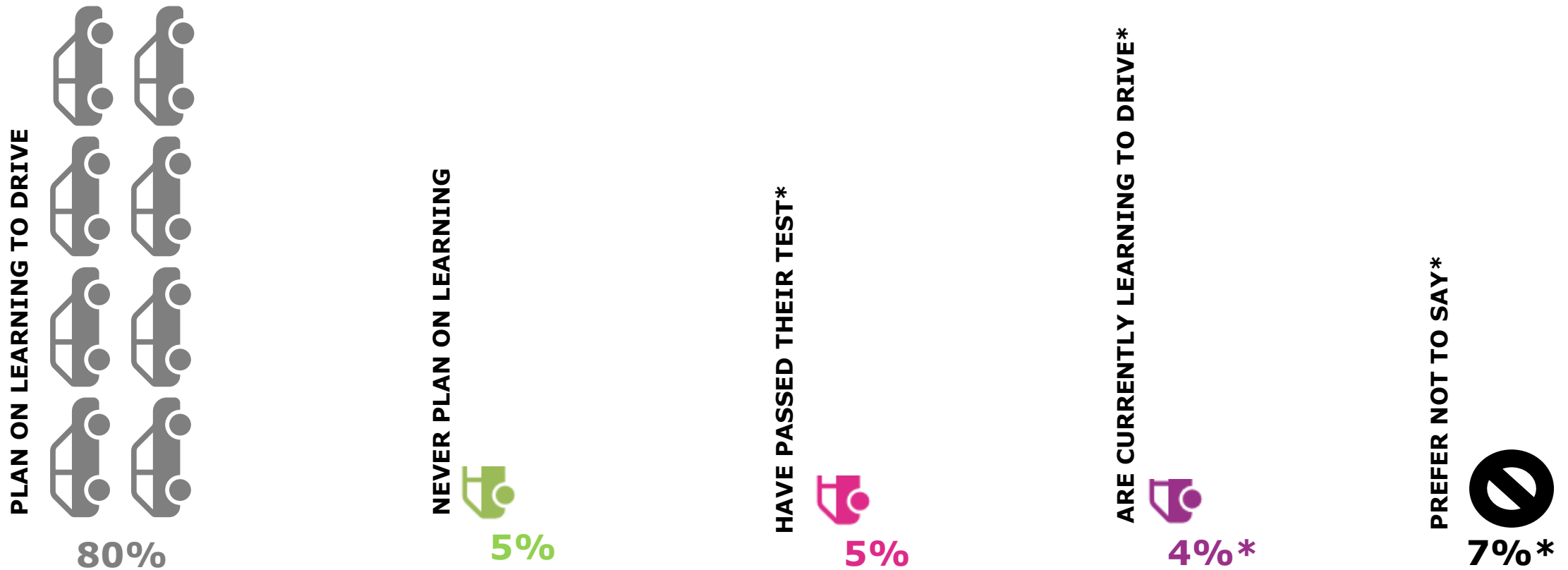


Base: 323

# 87% of those who responded to the youth survey who do not already drive or are not already learning (base: 295), plan on learning to drive in the future.



Base: 323





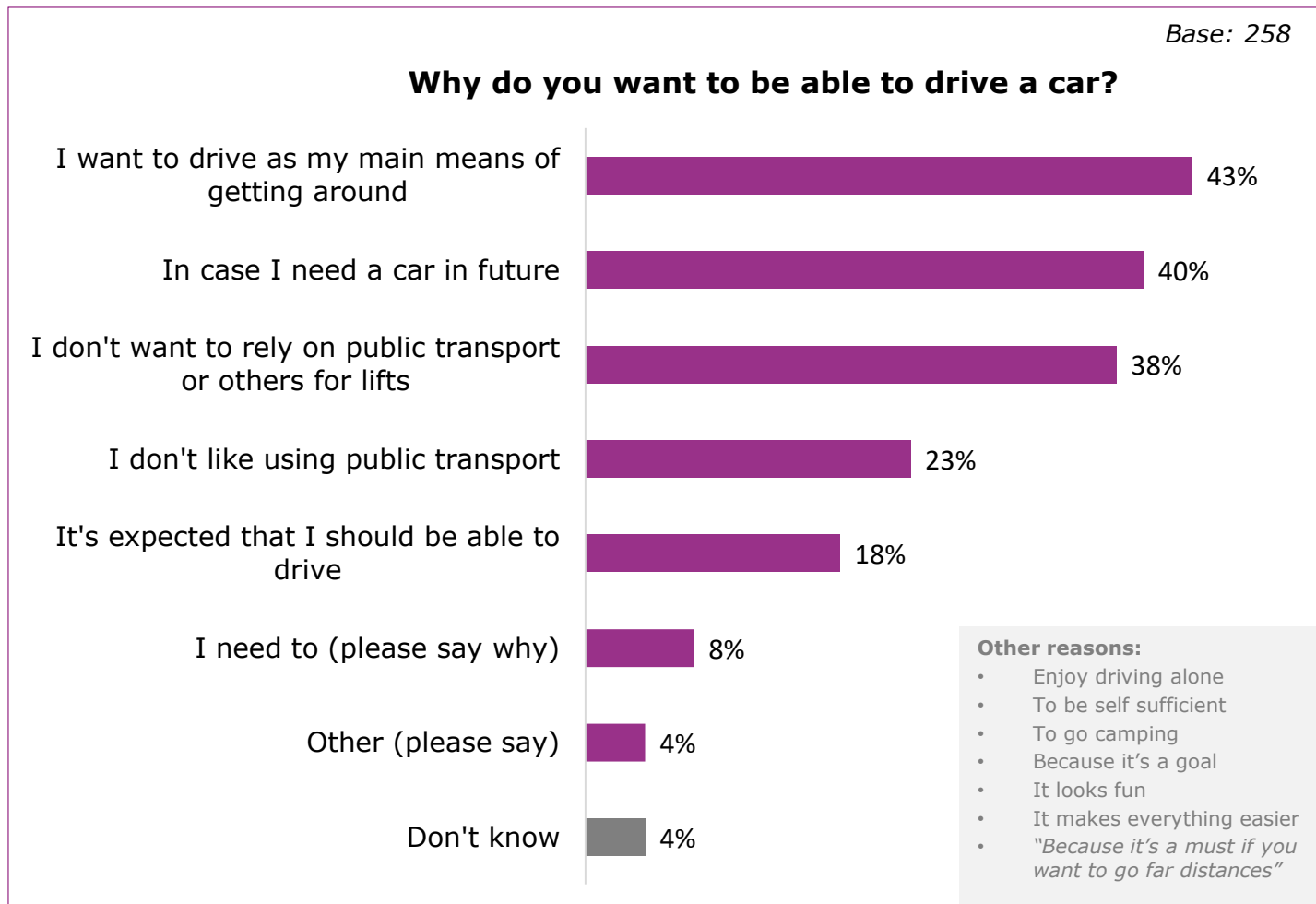
# 43% of those who plan on learning to drive want to do so, so driving can be their main means of getting around.

- Of the 258 who plan on learning to drive in the future the 3 biggest reasons are:
  - That they want to drive as their main means of getting around (43%, n=112)
  - They want to learn in case they need a car in the future (40%, n=103)
  - They don't want to rely on public transport (38%, n=98)
- For those that report a 'need to drive' reasons given including carer responsibilities, lack of suitable public transport routes, possible emergencies, medical reasons, increased job opportunities, and because they want to.

*"My mother is housebound and cannot go out alone, not even to the shops. I am her carer and I plan to be able to drive her around for medical needs." – Liverpool, 14-15yr old, Female*

*"Because I have £20,000 in my bank account to buy a car for my 17th birthday off my grandparents." – St Helens, 12-13yr old, Female*

*"To increase my "work" area in the future so the range of where I can get a job." – Knowsley, 14-15yr old, Male*

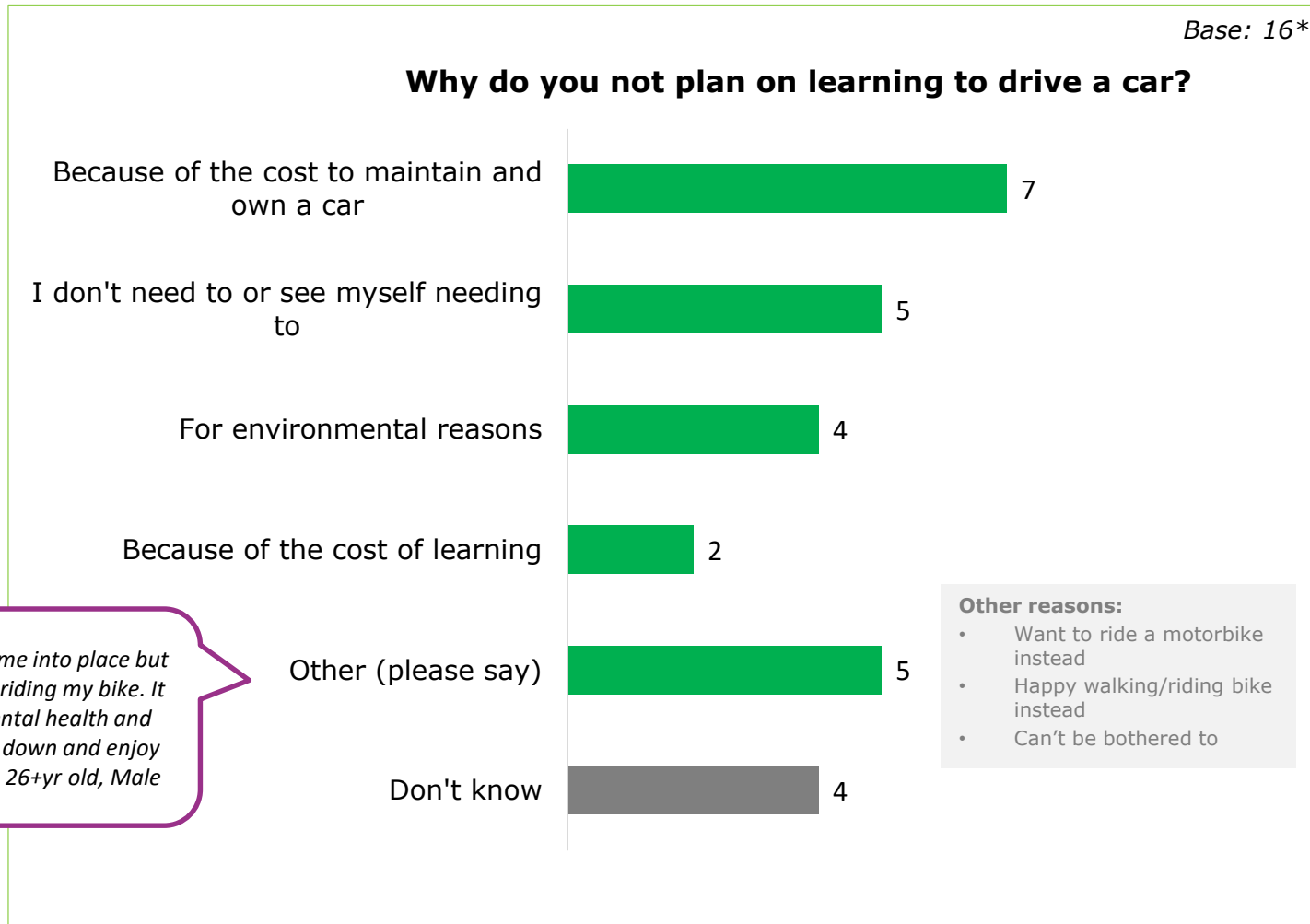






# For the 16 who don't plan on driving, the main reasons are **cost of maintenance** and **not seeing a need to drive**.

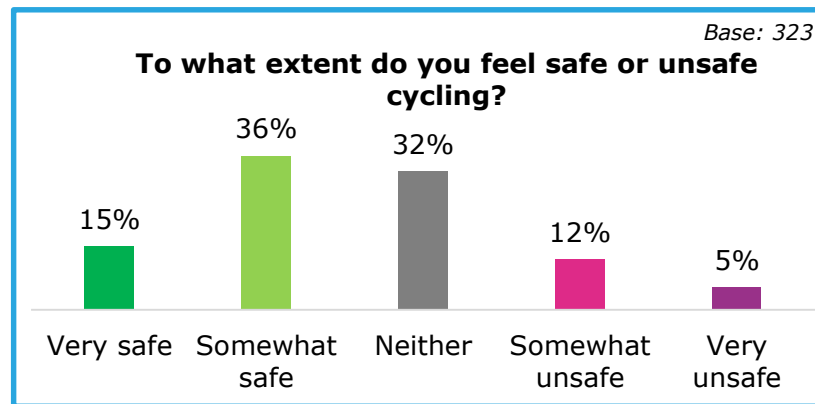
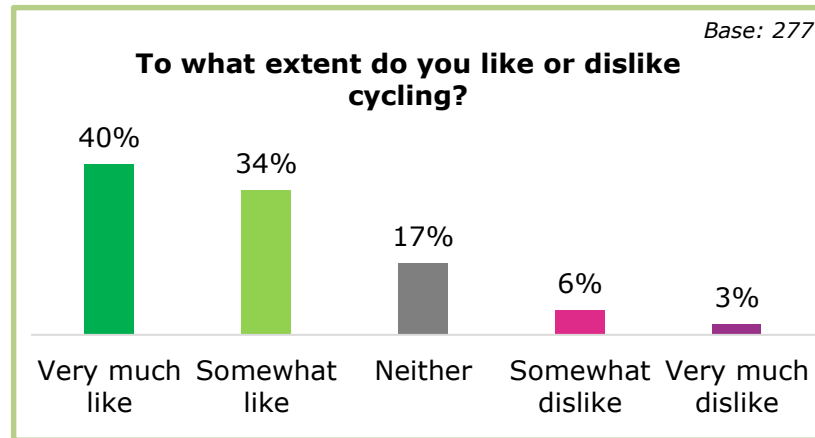
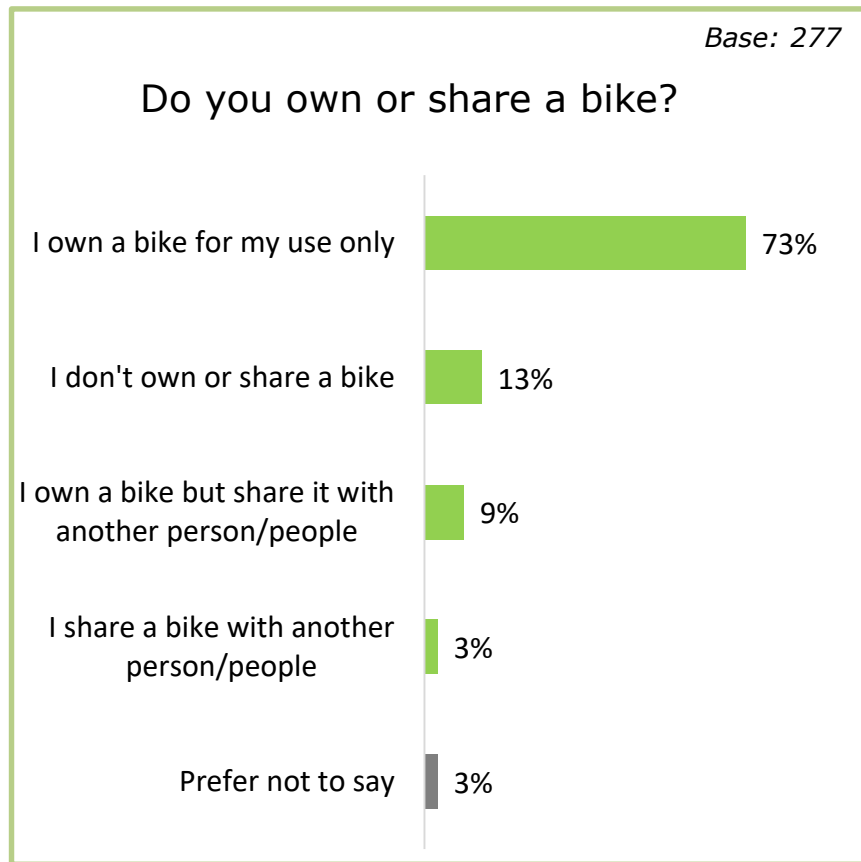
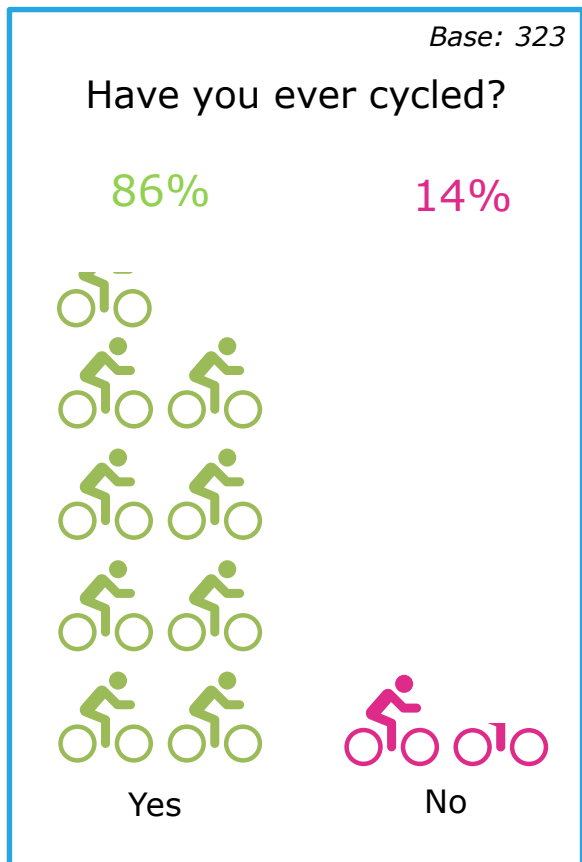
- Of the 16 who don't plan on learning to drive in the future the 2 biggest reasons are:
  - Because of the cost to maintain and own a car (n=7)
  - And, they don't need to or see themselves needing to (n=5)





# 86% of those who responded to the youth survey have cycled at some point in their life. Of those (base: 277), 3 in 4 (75%) like cycling.

Of all the respondents, only 15% feel very safe cycling. This raises only slightly 16% (base: 277) for those who have cycled at some point.



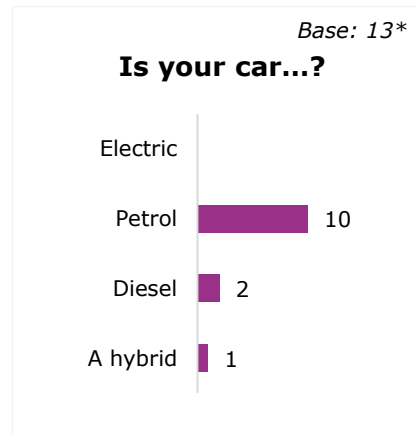
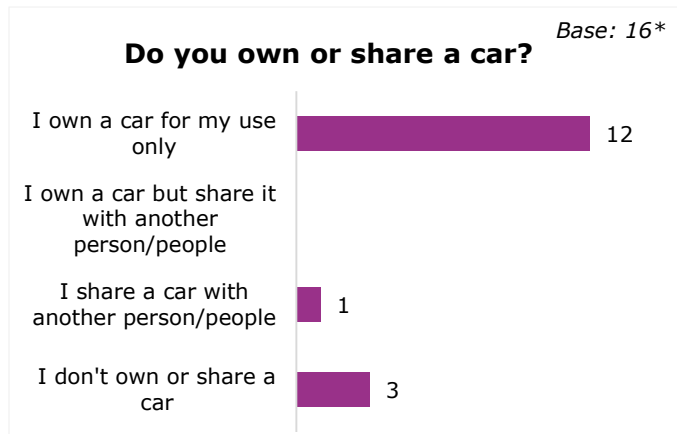
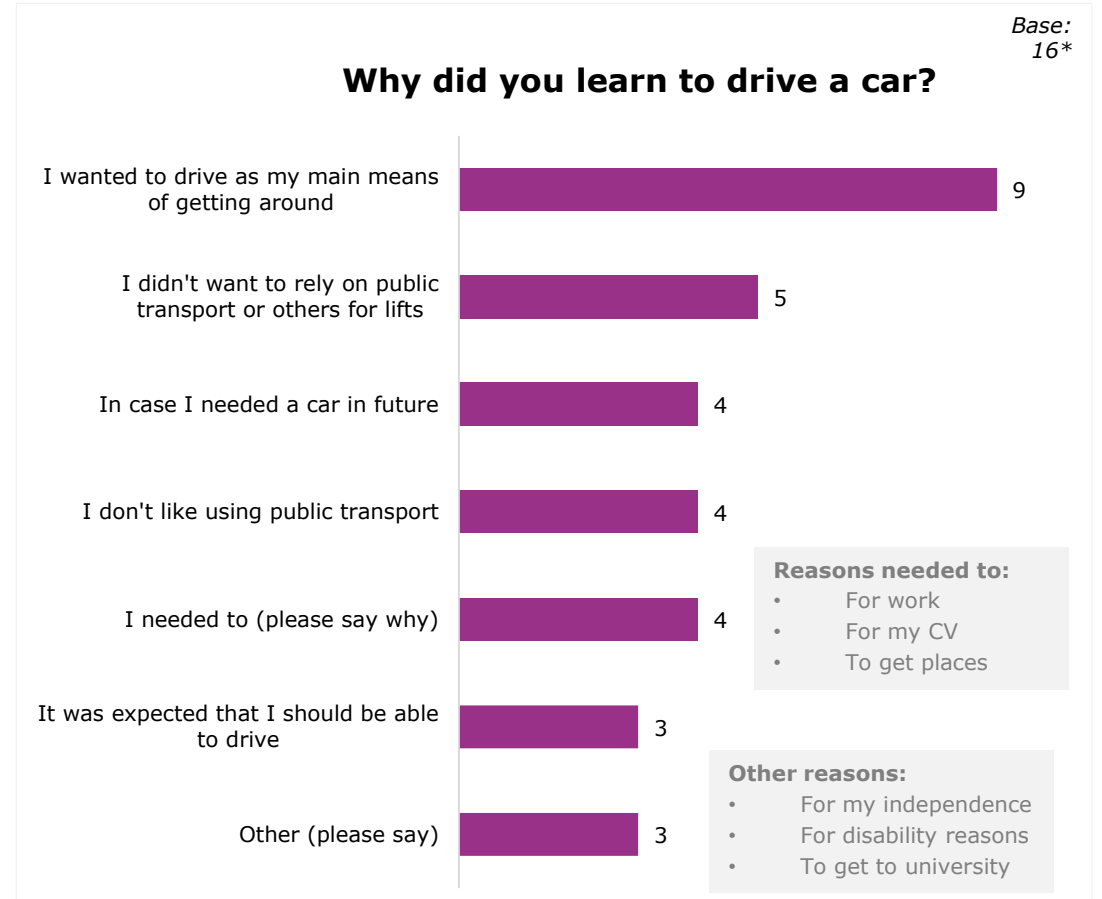
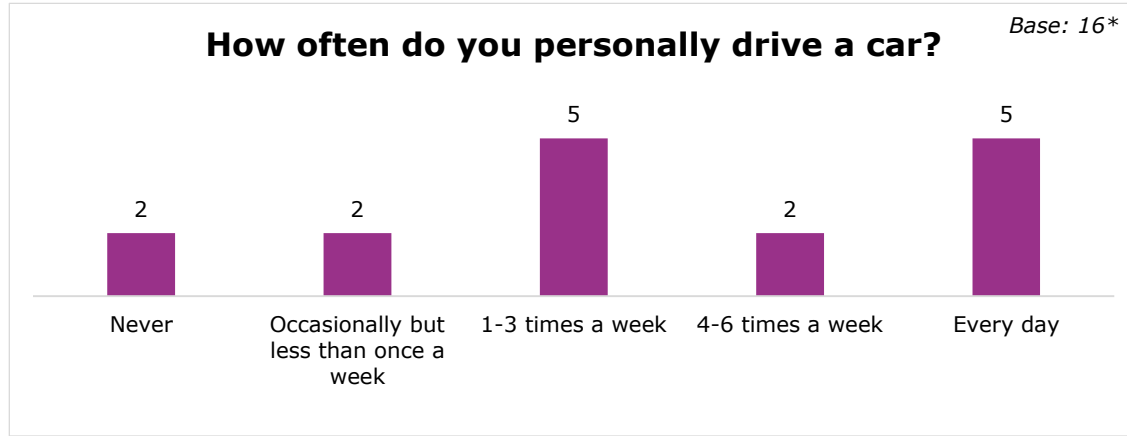


## Appendix



# Appendix : Those who already drive – Why? How often? In what car?

\*CAUTION – Low base size





**METRO MAYOR**  
LIVERPOOL CITY REGION