

MERSEYSIDE FIRE AND RESCUE AUTHORITY

TASK AND FINISH GROUP

“REVIEW OF STAFF TRAVEL”

7TH MAY 2013

MINUTES

Present:

Councillor Steve Niblock (Chair of Group)
Councillors Vi Bebb and Andrew Blackburn

Also Present:

Ria Groves	<i>Trainee Solicitor</i>
Simon Mansfield	<i>Environmental Manager</i>
Nicholas Pitchers	<i>Minute Taker</i>

1. Minutes of the Previous Meeting

The minutes of the previous meeting of this Task and Finish Group for *Review of Staff Travel* were considered and agreed by Members to be a correct record of proceedings.

2. The Work Plan for this Group

The Group were reminded that it had been agreed at the previous meeting of this group that the work plan would follow the points of the Terms of Reference, such that:

- this meeting to consider Points 1 and 2;
- the next meeting to consider Points 3 and 4; and
- the final meeting to consider Point 5.

3. To consider the response to the Staff Travel Survey

(Point 1 of the Terms of Reference)

The Group considered in detail the response to the Staff Travel Survey.

It was brought to Members attention that the level of responses to the survey, being 44% of staff, surpassed previous response rates for Travel surveys in Merseyside Fire and Rescue Authority (MFRA). The implication of this significant response rate is that the results of the survey can be considered a good indicator of the Travel habits of the Authority's staff.

A number of issues arising from this survey were discussed:

- The implications relating to the distance that staff have to travel to work..
- The group noted an increase in the numbers of staff now cycling to work compared to previous years.

- Members noted the small number of staff that take the bus to work possibly due to the location of bus routes and nature of bus travel.
- Reasons that staff cite for driving to work and a potential need arising for education on the true cost of car travel.
- Alternative modes of travel already taken that are not their primary form of travel to work.
- Alternative modes that staff feel they could take.
- The engine size of cars that staff use; 65% of staff use a vehicle with an engine size of 1.5ltr or greater.
- The implications of charging a nominal fee for car parking involving; the impact on the local community, indirect discrimination, and the need to use cars for work purposes.
- Whether the current pool-car scheme is used to its full potential. Having more effective pool-car management may encourage those who need a car for work purposes to utilise Authority vehicles and travel to work by alternative means.
- The implications of having a lease-purchase scheme promoting smaller-engine or environmentally-friendly cars.
- The possibility of a work-bus (or a “factory-bus”) to and from Headquarters was considered.
- Encouraging walking to work.
- Encouraging cycling to work. The cycling infrastructure in Merseyside was discussed as an obstacle to taking up this form of travel. The cycle route maps available on MFRA locations were highlighted as a resource.
- Encouraging car sharing – there are planned events to put staff in touch with each other, in terms of Headquarters this may involve people from surrounding organisations.

Members resolved that:

- a) Members be provided with the reasons why Firefighters do not always work at the station nearest to their domicile.
- b) Members be provided with a carbon calculation in relation to car engine size to the next meeting of this group.
- c) Information on the usage of pool cars by year and the location of pool cars be brought to this group for the next meeting.
- d) Merseytravel be approached to gauge the possibility of a subsidised Work-bus (to involve other local businesses) for Bridle Road HQ and any models or examples where this sort of scheme is currently used.
- e) An example of a car lease scheme that the Authority could conceivably initiate be brought back to this Group.

4. To recommend appropriate targets for staff modes of travel whilst commuting to and from work

(Point 2 of the Terms of Reference)

The Group considered appropriate targets for the modes of transport judging that the targets need to be achievable but challenging. The figures for; people already using that form of transport, people who use that form of transport as an alternative means of getting to work (if, for example, their main mode of transport is unavailable), and people who feel that they could conceivably use that form of transport; were used in deciding the targets.

Members resolved that:

The following be recommended as appropriate targets for staff modes of travel whilst commuting to and from work:

Mode of Transport	Existing Share	Proposed Target
Car	58%	32%
Car Sharing	6%	20%
Motorbike or Moped	2%	2%
Bus	2%	5%
Train	3%	6%
Cycle	20%	28%
Walk	4%	7%

5. Date of the Next Meeting

The date of the next meeting is 4th June 2013.