

BLACKPOOL BRIDGES

APPENDIX L – SDI ADDITIONAL INFORMATION

1) Blackpool’s Economic Profile

In 2013, Blackpool’s population was 141,400. In addition to the resident population, Blackpool sees an estimated 11 million visitors to the resort each year. The population of Blackpool has considerable amounts of transience, including movement in and out of the town, as well as movement within the town.

Population projections

The total population of Blackpool is projected to grow to 157,600 by 2025 (ONS mid-2006 based population estimates). Key factors contributing to the projected increase include improved life expectancy and net inward migration. In recent years, net inward migration to Blackpool from other districts within the country has been the main contributory factor to population increase. Over the next 20 years the number of residents over 65 is anticipated to show a considerable increase, far above the levels of increase expected in all other age bands.

Population age profile

Blackpool has a population that is older than the average for England and Wales. A larger proportion of Blackpool’s population is aged 45 and above compared to the national average. The proportion of the population aged under 10, and 20-39 are lower than average.

Deprivation

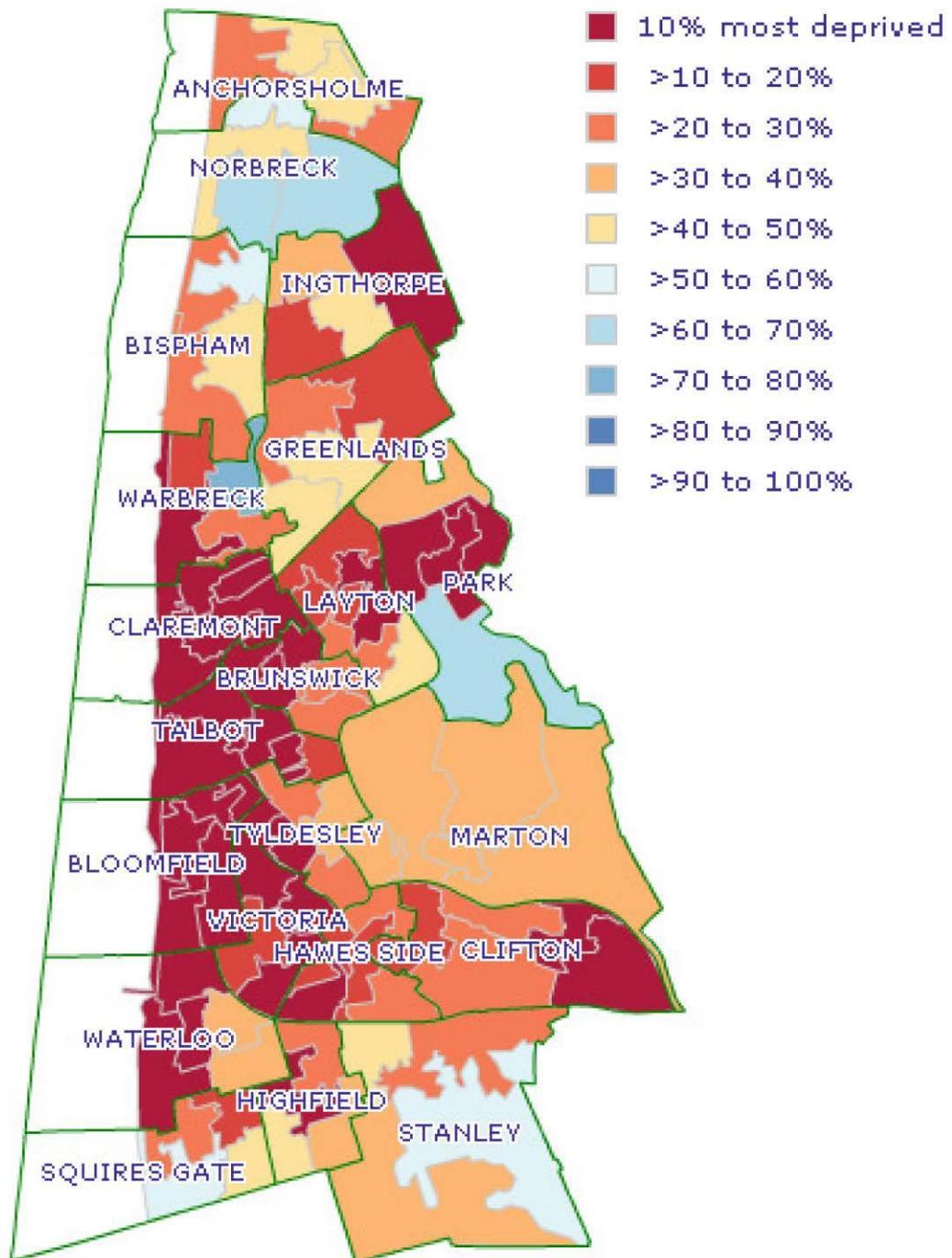
Blackpool experiences considerable levels of disadvantage. In 2010, it ranked as the 6th most deprived of 354 local authorities in England. 46 out of 94 small areas within Blackpool are amongst the 20% most deprived areas of the country and there are no areas amongst the 20% most affluent.

Of the 32,482 lower-layer super output areas (LSOAs) in England, three Blackpool LSOAs appeared in the bottom 10 most deprived. These are, one of the five LSOAs in Bloomfield ward (3rd worst in England), one of the five LSOAs in Park ward (5th worst in England) and one of the five LSOAs in Brunswick ward (8th worst in England).

Four of the bridges highlighted in this application are situated in these deprived wards.

In addition, a total of 13 LSOAs in the authority were in the lowest 100. Blackpool was ranked as the 10th most deprived area out of 326 districts and unitary authorities in England. This was the worst ranking of all the 14-authorities in the broader Lancashire area. *(See section 2 below for more details on IMD)*

Ranks of Blackpool LSOAs in the Index of Deprivation by Band



Source Data: CLG, Indices of Deprivation, 2010

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The mosaic profile of local households classifies “transient renters and modest traditions” (mature owners of value homes enjoying stable lifestyles) as the dominant groups in large parts of Blackpool. The latter are to be expected in a coastal authority, with a bias towards a higher percentage of people of retirement age. However, the economically better off mature residents do not tend to live in any of the deprived wards, rather based on the fringes e.g. Stanley Park area.

Only 63.3% of the population had a car (2011 Census) which outlines the importance of the use of public transport. Six of the bridges in this application are major bus corridors and essential for the deprived population. The remaining four are on Seaside’s Way and are essential access points for visitors coming from the M55.

Average house prices are well below the county and national averages. The yearly ratio of median house price to median earnings reveals a rate for the authority that is under the England average.

Blackpool has high proportions of its housing stock in the lowest two council tax bands (A and B). 13.5% of households were in fuel poverty in 2012. The main factors that determine this are the energy efficiency status of the property, the cost of energy, and household income.

Employment

The authority has a high reliance on public-sector employment which has been under pressure over recent years. As a major tourist destination Blackpool has always had a lower than average rate of employee jobs in the manufacturing sector and conversely a higher rate of employment in the service sector. The visitor economy, that incorporates employment in accommodation and food service activities, results in the dominance of the service sector in Blackpool. 11,000 people are employed in the visitor economy, the highest level in the UK. Low incomes dominate this sector – a key aspect of the deprivation figures.

In 2012, there were 3,945 active enterprises in Blackpool, whilst the five-year survival rates for active enterprises reveal a poor outturn for the authority. A strong local visitor economy can often lead to high levels of business start-ups and failures. The authority has a history of low overall employment rates in comparison to the national average.

The seasonal nature of tourism in the authority leads to quite high rates of unemployment (claimant counts) in the winter months. Even however at the height of the tourism season (which extends to late October because of the illuminations), the unemployment rate in Blackpool is usually well above the county and national averages. At the ward level there are some particularly high unemployment rates.

The authority has a very high proportion of workers who have a relatively short commute to work. The 2011 census indicated that 15,851 or a substantial 25.6% of Blackpool's working residents aged 16+ commute less than two kilometres. This is the highest percentage in Lancashire and is in excess of the regional and national averages. The authority also has the highest percentage in the 2-5km category (28.6%).

Using sustainable transport modes can significantly improve employment opportunities and life chances.

Gross disposable household income in Blackpool is lower than the county and UK average with average earnings in Blackpool very low when measured by both place of residence and by place of work.

The authority has a very large number of incapacity benefit, severe disablement allowance and employment and support allowance claimants. Housing benefit recipient numbers are also extremely high in the authority. There is a very high percentage of the working age population that is reliant on welfare benefits.

The personal insolvency rate in Blackpool per 10,000 population is one of the highest recorded among all the district and unitary authorities in England and Wales.

Crime and Health Inequalities

Blackpool has a very high crime rate that is well in excess of all other authorities in the Lancashire area.

Figures for life expectancy at birth reveal that Blackpool had the lowest male rate in England and the third lowest female rate for the 2011-13 period. The premature death rate (before 75 years) is also very high in the authority.

The health of people in Blackpool is generally worse than the England average and there are marked inequalities both between Blackpool and the national average, and within the town itself. Life expectancy for men in Blackpool is the lowest in the country at 73.6 years and third lowest in the country for females at 79.4 years (England averages of 78.6 for men and 82.6 for women). There is considerable variation within Blackpool where life expectancy is 12.8 years lower for men and 8.1 years lower for women in the most deprived areas than the least deprived areas of the town.

2) Project Impact upon the Local Population (SDI)

The project as proposed, by its very nature is best described as being one that will retain the “status quo”. All the bridges exist currently, and it is in effect a repair and refurbishment based project.

Therefore, if the scheme is undertaken, there would be no specific “additional” new positive or negative impacts upon the local community. The distributional impacts such as, “accidents, security, accessibility, noise, air quality etc” are not therefore affected.

The status quo would be maintained with no advantage or disadvantage to any particular group through undertaking this project.

However, to assess those residents who may be directly affected by bridge closures and repairs should the project not proceed, the below map/tables briefly considers the demographics and characteristics of individuals residents in Lower Super Output Areas. To avoid bias LSOAs have been selected on the basis that they fall within 0.5 kilometres of the bridges and more than 20% of the LSOA geographical area is potentially affected. On this basis, the full project will have a direct impact on 19 of Blackpool’s 94 LSOAs and over 25,000 direct residents.

The map below highlights the impacted areas and includes, as an overall measure of population impact, the national Index of Multiple Deprivation ranking.

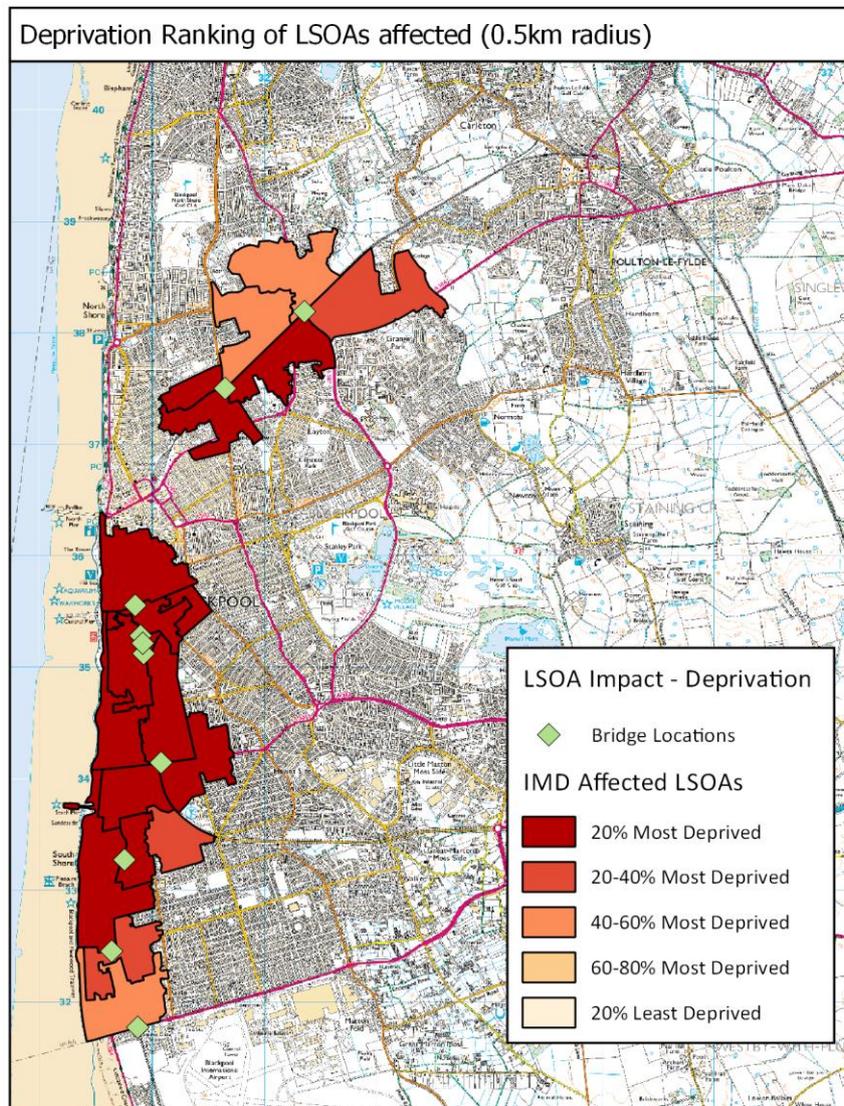


Table 1, below shows the proportion of LSOAs in each deprivation quintile, compared to Blackpool, Lancashire and England. 68% of areas directly impacted by the bridge project are in the most deprived quintile, substantially higher than all comparators. This would suggest that failing to maintain these bridges would affect a community which is generally more deprived.

Table 1: % of LSOAs within Deprivation Band				
Deprivation Band	Bridge Areas	Blackpool	Lancashire	England
20% Most Deprived	68% [13]	48.94%	27.87%	20%
20-40% Most Deprived	16% [3]	30.85%	19.15%	20%
40-60% Most Deprived	16% [3]	15.96%	16.49%	20%
60-80% Most Deprived	0% [0]	4.26%	21.70%	20%
20% Least Deprived	0% [0]	0.00%	14.79%	20%

Table 2 considers the demographics of the area, the majority of residents affected are of working age, White British ethnicity. However, there is a slightly higher proportion of those from white ethnic minorities compared to Blackpool as a whole. In addition there are a higher % of those who consider themselves to have a life limiting illness than compared to Lancashire and England.

Table 2: Demographics					
Description	Bridge Areas (number)	Bridge Areas (%)	Blackpool (%)	Lancashire (%)	England (%)
Age 0 to 15	4719	16.99%	17.86%	18.30%	18.91%
Age 16 to 64	18368	66.14%	62.97%	63.67%	64.76%
Age 65+	4683	16.86%	19.17%	18.03%	16.34%
White British/Irish	25,715	93%	94%	90%	81%
White Other/Traveller/European	958	4%	2%	2%	5%
Mixed/multiple ethnic groups	422	1.5%	1.2%	1.1%	2.3%
Asian/Asian British	529	1.9%	1.6%	6.1%	7.8%
Black/African/Caribbean/Black British	78	0.3%	0.2%	0.3%	3.5%
Day-to-day activities limited a lot	3,860	14%	14%	10%	8%
Day-to-day activities limited a little	3,282	12%	12%	10%	9%
Day-to-day activities not limited	20,628	74%	74%	80%	82%

Table 3 highlights additional characteristics – for groups who may be impacted negatively by the creation of barriers to their access of local public transport. There is a clear trend across all categories that there are greater proportions of these groups compared to both Lancashire and England. Particularly for job seekers, lone parents and those without access to a car or van, lack of access to local transport infrastructure is considered a key barrier.

Table 3: Additional Characteristics					
Description	Bridge Areas (number)	Bridge Areas (%)	Blackpool (%)	Lancashire (%)	England (%)
Population without access to a car or van, (Persons Aged 16+)	5,149	42.3%	36.7%	22.9%	25.8%
Children in Families with low incomes (Children Aged 0-18)	2105	34%	29.4%	16.5%	18.6%
Lone Parents (Persons Aged 16+)	3,953	15%	15%	12%	12%
Claimant Count (Persons, Aged 16-64)	1,081	6%	4.1%	1.5%	1.9%

Sources: Census 2011, Nomis 2014, HMRC 2012

The analysis is clear that these are largely highly deprived areas with many vulnerable groups residing there with high levels being unemployed, children and elderly). There would therefore be clear disadvantages should the scheme not progress, to those vulnerable residents in the areas around the bridge locations.

People who will benefit most from the scheme come disproportionately from lower income groups with people in the lower income bands and fewer in the high income bands.

In addition, should the project not proceed, and some of the bridges were forced to be closed, this could have a dramatic impact upon the visitor numbers as Blackpool would develop a reputation of a poor place for accessibility. The potential reduced visitor numbers in an economy reliant on the sector would have a dramatic impact, further impacting upon those in these deprived wards.