

To anyone who may be asked to work on this for Murray – the document was produced by an outside agency so is not DDA compliant (has capitals, justified, numbering not indented etc). Murray has said not to worry about this as it will be sent to another outside agency to be printed. We just need to do the amendments to the text.

Thank you.
Lois

**Final Version
Draft Four
23 January 2006**

Second Local Transport Plan for Merseyside



Foreword

We are pleased to present our provisional second Local Transport Plan for Merseyside. We believe it represents the agreed priorities for Merseyside.

We have a unique partnership on Merseyside, representing the five local authorities of Knowsley, Liverpool, Sefton, St Helens and Wirral, together with Merseytravel. We have been working together for many years. The strength of the partnership allows us to take actions for the benefit of the whole of Merseyside, rather than as a collection of individual authorities.

This is a particularly exciting time for Merseyside, with all the signs suggesting a period of sustained economic growth over the lifetime of this LTP. The advent of devolved regional decision-making, and the emergence of a Liverpool City Region as part of the emerging Northern Way initiative, provide new challenges and opportunities.

Merseyside has been declared a Centre for Excellence for Delivery, and we believe we have the strength of partnership to address these challenges and opportunities with optimism. This provisional LTP provides us with the framework for delivering a local transport system capable of supporting the regeneration of Merseyside over the next five years and beyond.

Councillor Peter Millea
**Chairman Merseyside Strategic
Transportation and Planning Committee**

Neil Scales, OBE
**Chair Merseyside Strategic
Transport and Engineering Group**

Contents

| | |
|--|-------------------------------------|
| SECOND LOCAL TRANSPORT PLAN FOR MERSEYSIDE: SUMMARY | XII |
| Vision and Objectives | xii |
| Managing Growth | xvi |
| Facilitating Regeneration | xvi |
| Sustainable Accessibility | xvii |
| Sustainable Communities | xvii |
| Making best use of our Existing Resources | xviii |
| Cross-Boundary Priorities | xix |
| 1 VISION AND OBJECTIVES | 2 |
| Committed to Delivery | 3 |
| Structure of the Plan | 1 |
| 2 PROGRESS AND CHANGES SINCE THE FIRST LTP | 4 |
| Headline Indicators | 5 |
| Challenges and Opportunities from the First LTP | Error! Bookmark not defined. |
| Learning from Stakeholders | 16 |
| Key Issues for the Second LTP | Error! Bookmark not defined. |
| 3 THE WIDER POLICY CONTEXT AND LONGER TERM STRATEGY | 26 |
| The Liverpool City Region | 30 |
| The Longer Term Strategy | 34 |
| 4 ASSESSING THE IMPACT OF CHANGE | 37 |
| Background | 37 |
| Future Economic Prospects | 41 |
| Developments in Detail | Error! Bookmark not defined. |
| Demographic Trends | 43 |
| Car Ownership and Traffic Growth | 50 |
| Assessing the Impact of Change - Summary | 51 |
| 5 DELIVERING THE LTP | 52 |
| The Delivery Plan | 52 |

| | | |
|----------|---|-------------------------------------|
| | Cross-Boundary Priorities | 73 |
| | Measuring Our Performance | 74 |
| 6 | THE INTEGRATED TRANSPORT NETWORK | 79 |
| | Corridors and Centres | Error! Bookmark not defined. |
| | Land Use: Developing Merseyside Supplementary Planning Document for Transport | 86 |
| | The Highway Network | 88 |
| | Sustainable Distribution – Freight Management | 151 |
| | Cycling and Walking – Active Travel | 94 |
| | Rights of Way | 108 |
| | The Single Integrated Public Transport Network | 98 |
| | Marketing and Information | Error! Bookmark not defined. |
| | Ticketing | Error! Bookmark not defined. |
| | Bus | Error! Bookmark not defined. |
| | Rail | Error! Bookmark not defined. |
| | Merseytram | Error! Bookmark not defined. |
| | Mersey Ferries | Error! Bookmark not defined. |
| | Interchange | Error! Bookmark not defined. |
| | Park & Ride | Error! Bookmark not defined. |
| | TravelSafe | Error! Bookmark not defined. |
| | The Role of Taxis | 98 |
| | Coach Management Strategy | 101 |
| | Meeting the Needs of Disabled People | Error! Bookmark not defined. |
| | Rural Issues | 85 |
| | TravelWise | 110 |
| 7 | THE SHARED PRIORITIES: CONGESTION | 120 |
| | Introduction | 120 |
| | Existing Situation | Error! Bookmark not defined. |
| | Future Projections | 133 |
| 8 | THE SHARED PRIORITIES: AIR QUALITY | 165 |
| | Introduction | 165 |

| | |
|--|-------------------------------------|
| Emerging Issues | 169 |
| Implications | 171 |
| Draft Air Quality Action Plan | 171 |
| Action Plan Development and Consultation | 172 |
| 9 THE SHARED PRIORITIES: ACCESSIBILITY | 176 |
| Introduction | 176 |
| The Wider Context | 179 |
| Creating the Partnerships | 180 |
| The Evidence Base | 185 |
| Identifying the barriers | 188 |
| Merseyside Social Inclusion Observatory (MSIO) | Error! Bookmark not defined. |
| Housing Market Renewal Initiative | 195 |
| Changing Patterns of Economic Activity | 195 |
| Mersey Dee Alliance (MDA) | 196 |
| Rural Issues | 198 |
| Delivering The Strategy | 201 |
| Implementing the Strategy | 213 |
| Potential for Joint Funding | 216 |
| 10 THE SHARED PRIORITIES: ROAD SAFETY | 219 |
| Introduction | 219 |
| Road Casualties in Disadvantaged Areas | 219 |
| Changes in the Pattern of Adult Casualties | 221 |
| The Road Safety Strategy for Merseyside | 224 |
| Further Action to Reduce Child Casualties | 225 |
| TravelWise | 226 |
| Merseyside Police | 228 |
| Links with other transport programmes | 229 |
| Programme of Action | 229 |
| 11 MAINTAINING THE QUALITY OF LIFE | 233 |
| Greenhouse Gases | 233 |

| | |
|--|------------|
| Noise | 235 |
| Landscape & Biodiversity | 237 |
| Other Issues | 239 |
| 12 MAKING THE BEST USE OF EXISTING ASSETS | 247 |
| The Role of the Transport Asset Management Plan (TAMP) | 247 |
| Highway Maintenance | 248 |
| Street Lighting | 254 |
| Bridge Maintenance | 257 |
| 13 THE FIVE-YEAR ACTION PLAN | 261 |
| The Merseyside 5 Year Capital Programme | 261 |
| Effective Performance Management | 271 |
| Effective Management and Planning - Strat-e-GIS | 284 |
| 14 THE ENHANCED PROGRAMME – MAJOR SCHEMES | 290 |
| LTP Major Schemes – Work in Progress | 290 |
| The Second LTP – Schemes Being Appraised | 291 |
| LOCAL TRANSPORT PLAN – GLOSSARY OF TERMS | 306 |
| CONTACT DETAILS | 308 |

Appendices

| Appendix No | Appendix Title | Associated Report Chapter |
|-------------|---|---------------------------|
| One | The evidence base | 2 |
| Two | Summary of consultation | |
| Three | Summary of Critical Review | |
| Four | The wider context | 3 |
| Five | Technical details – the Strategic Transport Model | 4 |
| Six | Draft Supplementary Planning Document for Transport | 6 |
| Seven | The Cycling Strategy | |
| Eight | Draft School Travel Plan Strategy | |
| Nine | Draft City Centre Parking Strategy | 7 |
| Ten | Draft City Air Quality Action Plan | 8 |
| Eleven | Supporting evidence for the Accessibility Strategy | 9 |
| Twelve | Draft Road safety strategy for Merseyside | 10 |
| Thirteen | The scoping report for the Strategic Environmental Assessment | 11 |
| Fourteen | The street lighting action plan | 12 |
| Fifteen | Managing the Performance Indicators | 13 |
| Sixteen | Strat-E-Gis | 13 |
| Seventeen | Finance Tables | 13 |

Figures

| | |
|--|-------------------------------------|
| Figure 1-1: The Integrated Approach | 3 |
| Figure 2-1: GVA per Head Comparison | 5 |
| Figure 2-2: Percentage working population economic inactivity | 6 |
| Figure 2-3: Car Ownership | 8 |
| Figure 2-4: Travel to Work Comparison with Other PTE's | 10 |
| Figure 2-5: Bus and Rail Patronage 87/88 and 04/05 | 12 |
| Figure 2-6: Examples of the Wider Influences on Transport Planning and Provision on Merseyside | Error! Bookmark not defined. |
| Figure 4-1: New Developments in Merseyside | Error! Bookmark not defined. |
| Figure 4-2: Projected Passenger Growth at LJLA | 41 |
| Figure 4-3: Port of Liverpool Freight distribution by Mode | 42 |
| Figure 4-4: Anticipated major events on Merseyside | 43 |
| Figure 4-5: Population in the Liverpool City Region | 43 |
| Figure 4-6a: Population in the Liverpool City Region | 44 |
| Figure 4-6b: Population change in the Liverpool City Region | 44 |
| Figure 4-7: Car Ownership and Traffic Growth - Trends and Forecasts | 50 |
| Figure 5-1: Aligning LTP with regional and national priorities | 53 |
| Figure 6-1: Making Public Transport a Mode of Choice | Error! Bookmark not defined. |
| Figure 6-2: The TravelSafe Partnership | Error! Bookmark not defined. |
| Figure 6-3: The TravelSafe Strategy | Error! Bookmark not defined. |
| Figure 6-4: Excerpts from the IRiS system | Error! Bookmark not defined. |
| Figure 6-5: Authority Taxi Statistics | 98 |
| Figure 7-1: Range of traffic growth on Merseyside | 129 |
| Figure 7-2: Merseyside's Road Traffic Targets (2000) | 133 |
| Figure 7-3: Traffic growth on Merseyside compared to the LTP1 target | 133 |
| Figure 7-4: NTEM car ownership projections | 134 |
| Figure 7-5: Merseyside traffic growth projections | 135 |
| Figure 7-6: Merseyside Travel to Work Time 2001 to 2003 | 139 |

| | |
|--|-------------------------------------|
| Figure 7-7: Monday to Thursday Liverpool Traffic Profile | Error! Bookmark not defined. |
| Figure 7-8: Liverpool City Centre Traffic Index | 137 |
| Figure 7-9: Port tonnage by mode | 156 |
| Figure 7-10:Employee Travel | 162 |
| Figure 7-11:Passenger Travel | Error! Bookmark not defined. |
| Figure 7-12:Journey to school – modal share | 163 |
| Figure 8-1: Sector breakdown of annual NOx emissions in 2002 within Liverpool City Council boundaries: | 169 |
| Figure 8-2: Option for dealing with the AQMA in Liverpool. | 172 |
| Figure 9-1: Merseyside LSP Priorities | Error! Bookmark not defined. |
| Figure 9-2: The Integration of Transport Issues Within Wirral LSP | 184 |
| Figure 9-3: Trends in Transport Costs | 190 |
| Figure 9-4: Changes in Public Transport Fares | 191 |
| Figure 9-5: Transport and Employment Sectors Joint Working Plan to Improve Accessibility | 203 |
| Figure 9-6: Transport and Education Sectors Joint Working Plan to Improve Accessibility | 206 |
| Figure 9-7: Transport and Health Sectors Joint Working Plan to Improve Accessibility | 211 |
| Figure 10-1:Child Pedestrians Killed or Seriously Injured on Merseyside’s Roads in the period 1994-1998 in each of the ODPM’s Super Output Areas in Merseyside which fall within the 10% most deprived in the Country. | 220 |
| Figure 10-2:Reduction in child pedestrians killed or seriously injured in Merseyside between 1994-1998 base-period and 2000-2004 | 221 |
| Figure 10-3:Changes in the number of Adults Killed or seriously injured between 1994-1998 and 2000-2004 | 222 |
| Figure 11-1:Merseyside Noise Study: Summary of results from noise monitoring | 236 |
| Figure 14-1:Merseyside Major Scheme Proposals | Error! Bookmark not defined. |

Maps

| | |
|--|----|
| Map 2-1: Indices of Multiple Deprivation 2004 | 7 |
| Map 2-2: Merseyside as a Destination and an Origin for Travelling to Work 2001 | 10 |
| Map 2-3: Air quality and road safety problem areas affecting disadvantaged communities | 22 |
| Map 3-1: The Liverpool City Region | 27 |

| | |
|--|-------------------------------------|
| Map 3-2: The North West RSS Key Diagram | 29 |
| Map 4-1: New Employment Sites | 39 |
| Map 4-2: SIA and Pathway areas | 40 |
| Map 4-3: New Heartlands HMRI | 46 |
| Map 4-4: Housing Completions since 1998 | 48 |
| Map 4-5: Potential New Housing | 49 |
| Map 6-1: Corridors and Centres | Error! Bookmark not defined. |
| Map 6-2: Rail Links within the Liverpool City Region | Error! Bookmark not defined. |
| Map 6-3: The Merseyside Road Hierarchy | 90 |
| Map 6-4: LTP Bus Corridors | Error! Bookmark not defined. |
| Map 6-5: Merseyrail – Possible Future Network | Error! Bookmark not defined. |
| Map 6-6: Future Merseytram Network | Error! Bookmark not defined. |
| Map 6-7: Planned Park & Ride Improvements | Error! Bookmark not defined. |
| Map 6-8: Rural Areas | 200 |
| Map 7-1: Local Authority Identified Congestion Spots | 131 |
| Map 7-2: Low Average Speeds | 132 |
| Map 7-3: City centre location | 136 |
| Map 7-4: Merseyside ports location | Error! Bookmark not defined. |
| Map 7-5: Location of LJLA | 161 |
| Map 8-1: Indicative pollution concentrations for nitrogen dioxide and particulates on Merseyside | 166 |
| Map 8-2: AQMA Liverpool City Centre | 167 |
| Map 8-3: AQMA - Rocket Junction - Liverpool | 168 |
| Map 8-4: Possible new AQMA's | 170 |
| Map 9-1: Merseyside Pathways Areas | 186 |
| Map 9-2: Pathways Areas and Economic Inactivity | 187 |
| Map 9-3: Pathways, NRF and Merseyside HMRI Areas | 188 |
| Map 9-4: Instances of Bus and Shelter Damage Related to IMD | 192 |
| Map 9-5: MDA Targeted Wards | 197 |

| | |
|--|-----|
| Map 9-6: Bus Accessibility to Major Employment Sites AM Peak | 202 |
| Map 14-1: Proposed Major Schemes | 294 |

SECOND LOCAL TRANSPORT PLAN FOR MERSEYSIDE: SUMMARY

Vision and Objectives

The second Local Transport Plan for Merseyside vision is:

‘a fully integrated safe transport network for Merseyside which supports economic and social regeneration and ensures good access for all and which is operated to the highest standards to protect the environment and ensure quality of life’.

The LTP will support the continuing economic development of Merseyside by ***managing for economic growth*** through the following objectives:

- Provide the appropriate infrastructure to support social and economic growth and regeneration.
- Provide access for all to ensure an inclusive community.
- Manage demand to provide an efficient transport network.
- Support a healthier community by ensuring transport actively improves health, does not impair quality of life; and ensures the safety and security for all users.
- Protects and enhances the environment.
- Make best use of existing resources and strive to ensure value for money at all times.

In seeking to deliver the agreed transport aspirations for Merseyside, the Local Transport Plan will take the following into account. It will:

- Be set firmly within the wider Liverpool City Region framework and support regional and national policies and priorities.
- Be realistic deliverable and pragmatic in its planning and delivery taking account of the availability of resources.
- Be sufficiently flexible to be able to take account of changing demands and circumstances.
- Be responsive to the needs of the Merseyside community at all times.

Summary

The LTP will put in place measures that will support the longer term strategy which is designed to create the economic growth of the Merseyside and wider Liverpool City Region. We will aim to support the following programme areas:

- The economic growth areas:
 - City Centre
 - Liverpool John Lennon Airport
 - Mersey Ports
 - Strategic Investment Areas (SIA's)
- Sustainable communities.
- Capital of Culture and tourism.
- Ensure Merseyside is well connected both internally and beyond, reflecting its role as a gateway major international, national and regional gateway.

The LTP will aim to '**manage for economic growth**' through:

- Selective investment to increase quality and capacity in the network.
- Managing demand for travel.
- Making best use of existing resources.

As a Centre of Excellence for delivery we are committed to ensuring that we develop pragmatic and deliverable programmes. The results of this work are reflected in this second LTP. There are a number of important points to highlight:

- Notwithstanding the pace of change in Merseyside's economy, the critical review has shown the strategy and policies contained within the first LTP to be robust and to remain relevant. This second LTP therefore illustrates strong continuity of policy adapted where necessary for changing circumstances.
- The Liverpool City Region Development Plan (LCRDP) supports polycentric development. Within the Merseyside area the corridor and centres approach has enabled good progress to be made in many areas. The second LTP also envisages a different, targeted approach to meet our commitments to the wider programme areas. This will be based on the agreed road hierarchy and a strong commitment to public transport and sustainable modes.
- The LTP partnership fully endorses the DfT support for smart measures as an integral part of the development of the transport network and for managing demand. Following the extensive study the partnership have invested heavily in the Merseyside TravelWise programme.
- Congestion is growing on Merseyside, but is not considered to be at a level where congestion charging is justifiable. Our proposals for a comprehensive programme of demand measures we believe is the correct approach.

Summary

- Of most concern on Merseyside at the present time is to ensure that all members of the community have equal opportunity to access job and training opportunities. Despite growing jobs and wealth there are too many areas of Merseyside with particularly deep rooted deprivation and associated worklessness. The LTP partners welcome the opportunities to address these issues in the second LTP and Access Plan.
- The LTP partnership consider that managing increasing travel demand within a growing economy must be supported by better integration with land use planning and locational choice. It is hoped that a transport supplementary planning document adopted by the Merseyside local authorities can be agreed.
- We are setting out a programme of action for the next five years that will help to deliver the longer term transport strategy for Merseyside. The importance of a transport system able to support continuing growth and social and economic regeneration has widespread support.

However, a recurring theme within this LTP, is that particular measures will have to be taken to ensure that our most disadvantaged communities are not further affected by the transport impacts of this economic growth. Many of these communities are most vulnerable to increases in traffic passing through their neighbourhoods, bringing with it health concerns such as road accidents, air quality, and noise.

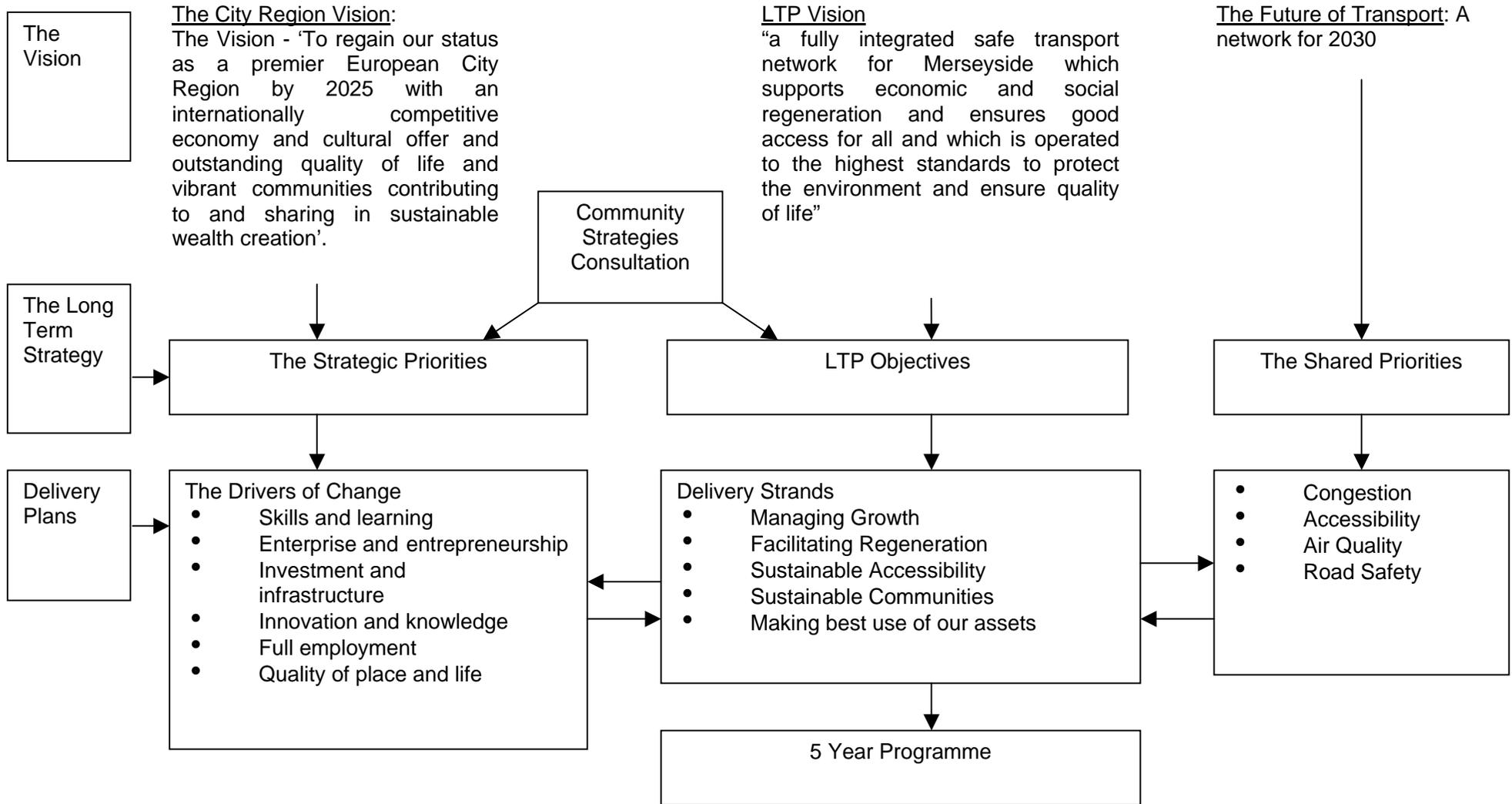
Many of the areas will also suffer the effects of high levels of worklessness and unemployment. Changing working patterns may make it harder for them to access jobs and opportunities, and enjoy the fruits of Merseyside's renaissance.

Our most disadvantaged communities are therefore at risk of suffering the worst impacts of economic growth and increased travel without being able to enjoy the benefits.

We commit ourselves to address these problems within this LTP, by working with partners such as the health, employment and environmental agencies, through targeted measures and research.

Our approach is one of integration across the programme and across measures and proposals in a way that allows the maximum benefit to be drawn from existing resources and new investment. To assist we are developing a powerful GIS based management tool, Strategis, which it is planned to progressively implement from Autumn 2005.

The LTP and the Wider Context



The delivery strands for the LTP allow us to frame our action programmes in a way that is clearly linked to the vision and objectives which in turn are drawn from the requirement to meet national and local (City Region and region) priorities. The delivery strands are:

- Managing growth.
- Facilitating regeneration.
- Sustainable accessibility.
- Sustainable communities.
- Making best use of our resources.

These will be delivered within the framework of an integrated transport network, with which each mode contributes to the objectives and outcomes set out in the Plan.

Managing Growth

It will be critical for Merseyside's continuing regeneration to manage and mitigate the impacts of increased demand for travel and traffic growth, in order to maintain and improve the efficiency of the Merseyside network and protect health and the quality of life.

A range of measures and packages will be required. These will include:

- Developing high quality public transport
- Managing freight movement
- Improving the highway at key locations
- The TravelWise programme delivering a range of smart measures
- Parking management
- City Centre Movement Strategy

Facilitating Regeneration

The continuing economic and social regeneration of Merseyside is the greatest priority for the City Region and local authorities. The importance of an efficient transport system to support that regeneration is reflected in this Plan.

Many of the identified schemes are part of a longer term strategy, and some will require greater analysis and assessment over the lifetime of the next LTP. There will however be a range of measures and packages undertaken over the next 5 years designed to support regeneration. A particular short term milestone will be Capital of Culture in 2008.

Packages and measures will include:

- Support for tourism and coach parking

Summary

- Public realm
- Improved access to key locations such as the SIAs
- Improved access to the Ports and Liverpool John Lennon Airport (LJLA)

Sustainable Accessibility

The key priority for Merseyside is to ensure accessibility to jobs and opportunities created through regeneration. Merseyside was a Centre of Excellence for addressing these issues in the first LTP and this will provide the foundation for continuing development of this priority.

At the heart of securing 'access for all' will be the emerging Accessibility Strategy and Plan, but the importance of the single integrated public transport network will be paramount, supported by rejuvenated cycling and walking strategies. Packages and measures to be implemented will include:

Improving the quality and coverage of the bus network. This will include expanding the role of Demand Responsive Transport and building on the expertise of the Community Transport Sector.

- The introduction of Merseytram.
- Improved rail stations offering easier access and better facilities and targeted at priority areas such as Housing Market Renewal Initiative (HMRI).
- Increased and more innovative information, marketing and ticketing, including development of current pilot projects such as Neighbourhood Travel Co-ordinators.
- Improved facilities for cycling and walking

Note: It is assumed all activities will be compliant with at least meeting the requirements of the Disability Discrimination Act, but wherever possible to go beyond these requirements.

Sustainable Communities

Accessibility plays a critical role in creating inclusive and sustainable communities, particularly for disadvantaged communities, who often suffer the negative impacts of transport without enjoying the benefits of greater mobility.

This can apply in areas through which busy or congested roads pass and where road safety and environmental impacts are known to have the greatest impacts. Packages and measures to be included here will include:

- Continuing measures to improve road safety particularly in disadvantaged areas
- A range of TravelSafe measures to improve perception of fear and safety on the public transport network
- Targeted maintenance and improvement regimes in programmes such as street lighting to improve amenity and safety, including in and around transport hubs

Summary

- Measures to mitigate noise and air pollution
- Further examination of the transport impacts on disadvantaged communities.

Making best use of our Existing Resources

We recognise that there has been a high level of investment in Merseyside's transport network, particularly over the past 5 years, assisted by European funding. It is a necessity that we get the most out of these facilities and maintain them well.

In this context the LTP sets out a range of packages and measures that will include:

- A targeted approach to highway maintenance to ensure high standards for priorities such as the freight and public transport networks, identified as part of the Road Hierarchy
- Developing the Transport Asset Management Plan to manage assets in an efficient manner, and build on cross authority procurement regimes
- Develop the Strat-E-Gis system to enable cross authority management and targeting of resources to meet other programme priorities.
- Develop a pro-active pan Merseyside approach to network management
- Develop Merseyside's area traffic control and intelligent travel system capability to improve management of the system and to provide enhanced travel information.

Cross-Boundary Priorities

The Liverpool City Region embraces four LTP partnerships. A number of shared priorities have been highlighted to support the longer term strategy. These are outlined below.

With Cheshire we have agreed that progress needs to be made on the following:

- Examination and development of the extension of the Merseyrail electric network from Bidston to Wrexham. It is agreed that this could have major impacts improving links to the expanding Deeside and Broughton areas from Merseyside and to Birkenhead and Liverpool for North Wales and Deeside. These issues are already being addressed via the Mersey Dee Alliance
- We give the highest priority to Halton's proposals for the Mersey Gateway proposed as essential to the economic well-being of the City Region.
- With Cheshire and Halton we are also agreed that the reinstatement of the Halton Curve would have similar beneficial effects in creating access to John Lennon Airport and south Liverpool from Halton, Cheshire and North Wales.
- With both Cheshire and Halton we recognise the importance of providing transport links that will enable people to access jobs and opportunities identified in the Liverpool City Region Development Plan, and the NWDA Regional Economic Strategy (RES). We will build on our existing partnership arrangements including the MDA Workwise Programme and the Joblink initiative.
- With Halton we also support the emerging proposal for a new access road to LJLA but believe that this should be led by the private sector.
- We support Cheshire's aspirations for the development of Chester station because of the benefit it will carry to Merseyrail.
- We support the Smartcard initiatives being developed by both Cheshire and Lancashire and encourage the possibilities of joint action with the emerging Merseyside Scheme
- Because of the importance given to Southport's developing role as a Classic resort, we support Lancashire's promotion of the Ormskirk by-pass, which could provide major benefits to improving access to the resort from the national road network.
- Through our review of the potential for cost effective measures to extend the Merseyside rail network, we will also examine the potential to improve the Ormskirk-Preston rail line, including the potential for the reinstatement of the Burscough curves
- We continue to believe that the development of the Manchester rail hub would offer real benefits in creating greater rail capacity to Merseyside, and help to re-establish rail links to other cities, identified as a priority in the LCRDP. However, we are concerned at the emphasis placed within the Northern Way on the Manchester – Leeds/Sheffield rail links and believe that the Manchester rail hub should be viewed as equally improving access to Warrington, Halton and Merseyside. We particularly wish to see continuing improvements to Manchester airport.

Besides meeting our commitments to meeting the mandatory national performance indicators, we have set a number of local indicators. These are designed to measure our performance in

Summary

supporting the wider priorities locally and nationally. They have been designed to show a clear line through from longer term strategy to the delivery strands and action programmes

We believe that our plans may be assisted by additional investment. There are a number of programme areas, such as support for Capital of Culture or improved lighting on the M62 where additional resources would allow greater progress.

In addition we have identified a number of possible major investment schemes. Some of these have already gained approval. We are examining the potential of a number of others, together with alternative funding streams.

Schemes already approved include:

- Tram line One
- Edge lane
- Hall Lane – remitted to region
- Blackbrook Diversion

Schemes to be examined for possible implementation within LTP2 include:

- Headbolt Lane electrification
- Wrexham- Bidston
- Olive Mount
- Halton Curve
- Tram Line Two
- Thornton Switch Island – being reviewed as part of port access
- Lime Street Gateway – being examined for funding outside the LTP programme
- Central Station

The LTP sets out cohesive and fully integrated proposals based on a clear evidence base of the requirements of local and national shared priorities.



local **transport** plan for merseyside



Vision and Objectives

6.90 The vision for the second Local Transport Plan for Merseyside is to develop:

“a fully integrated safe transport network for Merseyside which supports economic and social regeneration and ensures good access for all and which is operated to the highest standards to protect the environment and ensure quality of life”.

6.90 The LTP will support the continuing economic development of Merseyside by managing for growth through the following objectives:

- Provide the appropriate infrastructure to support social and economic growth and regeneration.
- Provide access for all to ensure an inclusive community.
- Manage demand to provide an efficient transport network.
- Support a healthier community by ensuring transport actively improves health, does not impair quality of life, ensures the safety and security for all users.
- Protects and enhances the environment.
- Make best use of existing resources and strive to ensure value for money at all times.

In seeking to deliver the agreed transport aspirations for Merseyside, the LTP will:

- Be set firmly within the wider Liverpool City Region framework and support regional and national policies and priorities.
- Be realistic, deliverable and pragmatic in its planning and delivery, taking account of the availability of resources.
- Be sufficiently flexible to be able to take account of changing demands and circumstances.
- Be responsive to the needs of the Merseyside community at all times.

6.90 The aims of the LTP are to support:

- Economic growth areas:
 - City Centre.
 - Liverpool John Lennon Airport (LJLA).
 - Mersey Ports.
 - Strategic Investment Areas (SIA's).

- Safe and sustainable communities.
- Capital of Culture in 2008 and the continuing development of tourism.
- Merseyside as a well connected area both internally and beyond, reflecting its role as a major international, national and regional gateway. This will be achieved through:
 - Selective investment to increase quality and capacity in the transport network.
 - Managing demand for travel.
 - Making best use of existing resources.

6.90 Our vision and objectives for the Plan are set within the context of a longer term strategy that is locked into the aspirations and plans for the wider city region as set out in the Liverpool City Region Development Plan (LCRDP), and the national and regional priorities. **(These are described more fully in Chapter 3).**

6.90 Our longer term strategy envisages:

- (i) A well connected region in terms of our links to neighbouring areas and beyond and within the Merseyside and wider city region. This may involve consideration of wider joint planning for future LTPs.
- (ii) Equality of travel opportunity for all – by ensuring the Access Plan sets out a programme of action to ensure all members of the community have equal access to opportunities and services.
- (iii) Improving and enhancing the single integrated public transport network to make it affordable and accessible to all and enhancing capacity to support connectivity and alternatives to private car use.
- (iv) Managing demand for travel – by ensuring that the transport network operates efficiently in support of the areas continuing regeneration and minimises the impact on the environment, contributes to addressing climate change and does not impact on people's health.
- (v) A safe and secure travel environment – continuously improve the level of accidents on the highway network and ensure personal security across all modes.
- (vi) Informed choices – continuous communication to ensure travel choices are available and the need for change understood.

Committed to Delivery

6.90 Merseyside has been designated as a Centre of Excellence for Delivery. The emphasis on delivery is a cornerstone for the second LTP period.

6.90 During the second LTP period, Merseyside will experience a series of fundamental changes. The EU Objective 1 status of the region will come to an end but the product of the programme will see a number of major projects being opened including Kings Waterfront, and a series of developments in the Strategic Investment Areas.

- 6.90 In addition several private sector initiatives, most notably the Paradise Street Development Area (PSDA), will bring new challenges to be considered by the LTP as it addresses the greater volumes of city centre trips while also addressing the requirements of a designated World Heritage site and the challenges of the Air Quality Management Areas.
- 6.90 Perhaps of most significance will be the European Capital of Culture events in 2008 (the mid-point of the second LTP period) when a range of events are forecast to draw 11 million visitors to the region. The potential long-term positive legacy of these visitors for the profile of the region and ongoing tourism-related growth beyond 2008 is considerable.
- 6.90 However, all of these changes will create greater pressures on the transport infrastructure, particularly in Liverpool City Centre. In order to address these challenges and the Shared Priorities there is a need for an integrated transport strategy that gives priority to sustainable modes of travel.

Programme Prioritisation and Risk

Key Outcomes

Intermediate Outcomes

Contributory Output

Other outcome/output

Monitoring

'The LTP will support the continuing economic development of Merseyside by managing for economic growth'.

| LTP Objective | Anticipated Outcomes | Results of not Taking Action | Programmes | Targets | Risks to achieving targets |
|--|---|---|--|--|---|
| <p>Provide appropriate infrastructure to support social and economic growth and regeneration.</p> <p><i>Links to;</i></p> <ul style="list-style-type: none"> • City Region Development Plan • Regional Funding • Northern Way | <p>Effective movement of people and goods</p> | <ul style="list-style-type: none"> • Increasing congestion at key locations reducing business effectiveness • increasing journey problems for journeys to work and other activities. • <i>Increased environmental degradation.</i> • Potential for negative impacts on following SEA objectives: | <ul style="list-style-type: none"> • Strategic Access Arrangements • Improvements to centres and corridors • New public transport facilities • Street lighting • Maintenance • Traffic Management • ITS | <ul style="list-style-type: none"> • Rail Stations upgraded • Bus Punctuality • Number of people using P&R <p><i>Tourist activity</i></p> | <ul style="list-style-type: none"> • Finance • Industry capacity • Land availability • Political resistance, (eg Bus Lanes) |

Figure X: The Final LTP: Indicators & Targets

| LTP Objective | Anticipated Outcomes | Results of not Taking Action | Programmes | Targets | Risks to achieving targets |
|---|---|---|---|---|---|
| | | <p>- social deprivation and economic inclusion</p> <p>Delivery of infrastructure schemes has the potential to have negative impacts on the following areas:</p> <ul style="list-style-type: none"> - biodiversity - landscape - air quality - local environmental quality - climate change <p>If schemes not delivered then there would be a reduced risk of negative effects on the above objectives.</p> | | | |
| <p>Provide access for all to ensure an inclusive community.</p> <p><i>Links to;</i></p> <ul style="list-style-type: none"> • Access Plan • Social Inclusion | <p><i>All members of the community have equal access to jobs and services</i></p> | <ul style="list-style-type: none"> • <i>Continuing and worsening conditions in disadvantaged areas</i> • <i>Widening inequality</i> • <i>Failure to address key</i> | <ul style="list-style-type: none"> • Strategic Access Improvements • Public realm – Travelsafe? | <p>Accessibility – Economic Impact Accessibility – Education Public Transport Access to key services and facilities <i>Economic indicator</i></p> | <ul style="list-style-type: none"> • Finance • Bus deregulation • Service delivery decisions by other stakeholders |

Figure X: The Final LTP: Indicators & Targets

| LTP Objective | Anticipated Outcomes | Results of not Taking Action | Programmes | Targets | Risks to achieving targets |
|---|--|--|--|---|--|
| <ul style="list-style-type: none"> • CRDP • Worklessness • Education • Health • HMRI • Sustainable Communities • DDA | | <p><i>concerns such as worklessness</i></p> <ul style="list-style-type: none"> • Potential for negative impacts on the following SEA objectives: <ul style="list-style-type: none"> - social deprivation and economic inclusion - accessibility - health | <ul style="list-style-type: none"> • PT Improvements • Community Transport • Active Travel • Traffic calming • Local Safety Schemes • Street Lighting | | |
| <p>Manage demand to provide an effective transport network.</p> <p><u>Links to:</u></p> <ul style="list-style-type: none"> • CRDP • TIF/Productivity • RES • Northern Way • Gershon • Accessibility Sustainable Communities | <p>Safe , efficient, and congestion free movement of people and goods by all modes</p> | <ul style="list-style-type: none"> • Increasing congestion leading to lack of 'competitive edge' for the area. • Increasing health and environmental problems <p>Potential for negative impacts on the following SEA objectives:</p> <ul style="list-style-type: none"> - accessibility - sustainable travel - health - local environmental quality - air quality - climate change | <ul style="list-style-type: none"> • Park and Ride • Parking management • Travel to school • Travelwise • Public transport improvements • Traffic calming • Street Lighting • Maintenance • Traffic Management • ITS | <ul style="list-style-type: none"> • Congestion person delay • % network below threshold speeds • Extent of peak spreading • HGV Journey Times • Sustainable transport as final mode for air passengers • Changes in peak period traffic flows • Bus satisfaction • Public transport patronage • % new developments SPD • Mode share of journeys to school • Mode share indicators • Changes in area wide traffic • Limit number of off street car parking spaces in Liverpool | <ul style="list-style-type: none"> • Finance • Political unwillingness to address issues • Structure of bus and rail industries – lack of willingness/capacity to increase capability • Public unwillingness to change • Faster economic growth |

Figure X: The Final LTP: Indicators & Targets

| LTP Objective | Anticipated Outcomes | Results of not Taking Action | Programmes | Targets | Risks to achieving targets |
|--|---|---|--|--|--|
| | | | | City Centre <ul style="list-style-type: none"> • Cost of using public transport/car travel | |
| <p>Support a healthier community by ensuring transport actively improves, health does not impair quality of life and ensures safety and security for all users.</p> <p><i>Links to;</i></p> <ul style="list-style-type: none"> • Sustainable Communities • HMRI • Worklessness • Crime and Disorder • Accessibility • Choosing Health • DDA • Social Inclusion | <p>The Active travel programme working with the health sector to promote cycle and walking, travel is free from risk of personal abuse and low levels of road accident risk, and no further air quality action areas are created.</p> | <p>The negative impacts of increasing travel demand and traffic levels, particularly on the most disadvantaged communities continue to grow with increasing community severance, road accidents, air quality and noise problems continuing to rise and social inequality increases</p> <ul style="list-style-type: none"> • Potential for negative impacts on the following SEA objectives: <ul style="list-style-type: none"> - social deprivation and economic inclusion - accessibility <ul style="list-style-type: none"> - health - local environmental quality - air quality - climate change - road safety and crime | <ul style="list-style-type: none"> • Parking management • Travel to school • Travelwise • Public Realm • Active Travel • Community Transport • Improved public transport • Traffic calming • Local safety schemes • Street lighting • Travelsafe • Traffic management and signing • ITS | <ul style="list-style-type: none"> • Total KSI • Child KSI • Total slight accidents • Cycling Indicator • Bus based physical access • % rural households 800m from PT service • accessibility of pedestrian crossings • Street lighting • Physical Activity Indicator • Crime /fear of crime | <ul style="list-style-type: none"> • Finance • Rapidly increasing traffic • Lack of police/partner support • Lack of support for cycling initiatives • Lack of public support |

Figure X: The Final LTP: Indicators & Targets

| LTP Objective | Anticipated Outcomes | Results of not Taking Action | Programmes | Targets | Risks to achieving targets |
|---|---|---|--|---|---|
| <p>Protects and enhances the environment.</p> <p><i>Links to;</i></p> <ul style="list-style-type: none"> • Climate Change • Choosing Health • Sustainable Communities • Energy Reduction • Choosing Health | <p>Managed growth in support of the social and economic regeneration of the area reduces as far as possible environmental degradation and uses the highest standards to enhance the Merseyside environment.</p> | <p>Continuing and inappropriate traffic growth increases the risk of additional air quality areas, noise pollution increases, and natural habitats are degraded. Potential for negative impacts on the following SEA objectives:</p> <ul style="list-style-type: none"> - biodiversity - health - local environmental quality - air quality - landscape - climate change - cultural heritage | <ul style="list-style-type: none"> • P&R • Parking management • Travelwise • Public realm • PT Improvements • Active Travel • Traffic calming • LEZ • Home Zone • Street lighting • Maintenance • Road verges/reservations • New approaches | <ul style="list-style-type: none"> • Pollutant concentrations within AQMA • <i>Vehicle mileage in AQMA</i> • Environmental standard of bus fleet • <i>Estimated transport related emissions</i> | <ul style="list-style-type: none"> • Finance • Rapid economic growth • Rapid increase in traffic • Lack of political will • Lack of willingness/capacity in the bus industry |
| <p>Make best use of existing resources and strive to ensure value for money at all times.</p> <p><i>Links to;</i></p> <ul style="list-style-type: none"> • Gershon • DDA • Sustainable Communities • Climate Change • TIF/Productivity • Best Value | <p>Resources are efficiently targeted in ways that produce a high quality transport realm safe and pleasant to use and freeing other resources to enhance travel opportunity.</p> | <p>Increasingly scarce financial resources are diverted to repair existing facilities rather than provide new facilities. The state of the transport realm becomes a potential risk to users and discourages public transport and cycling and walking. Potential for negative impacts on the</p> | <ul style="list-style-type: none"> • Parking management • Public Realm • Well maintained PT networks • Street Lighting | <ul style="list-style-type: none"> • Footway condition • Non principal road condition • Unclassified road condition • <i>Road works coverage</i> | <ul style="list-style-type: none"> • Finance • Big Dig • New developments • Rapid traffic growth |

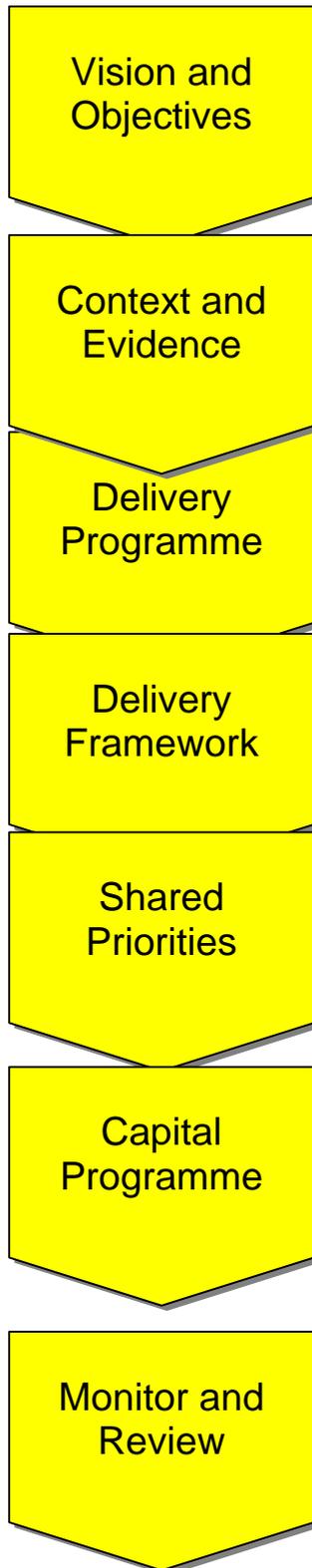
Figure X: The Final LTP: Indicators & Targets

1

| LTP Objective | Anticipated Outcomes | Results of not Taking Action | Programmes | Targets | Risks to achieving targets |
|---|----------------------|--|--|---------|----------------------------|
| <ul style="list-style-type: none"> CPA | | following SEA objectives: - sustainable travel - health - local environmental quality | <ul style="list-style-type: none"> Maintenance Traffic management ITS | | |

Structure of the Plan

6.90 The structure of the Plan is set out below.



We have set our Vision and objectives in Chapter 1.

In Chapters two to four, we set out the context for the Plan. We outline some of the headline indicators that illustrate the current position on Merseyside and the potential impacts of the changes that we anticipate. We set this within the context of the wider City Region and other agendas, and set out a longer-term strategy for transport investment.

In Chapter Five we set out how our delivery plan is matched to the wider agenda, and how we will work with sister authorities to provide transport improvements that cross local authority boundaries. We also set out how our local indicators are designed to allow us to measure our progress.

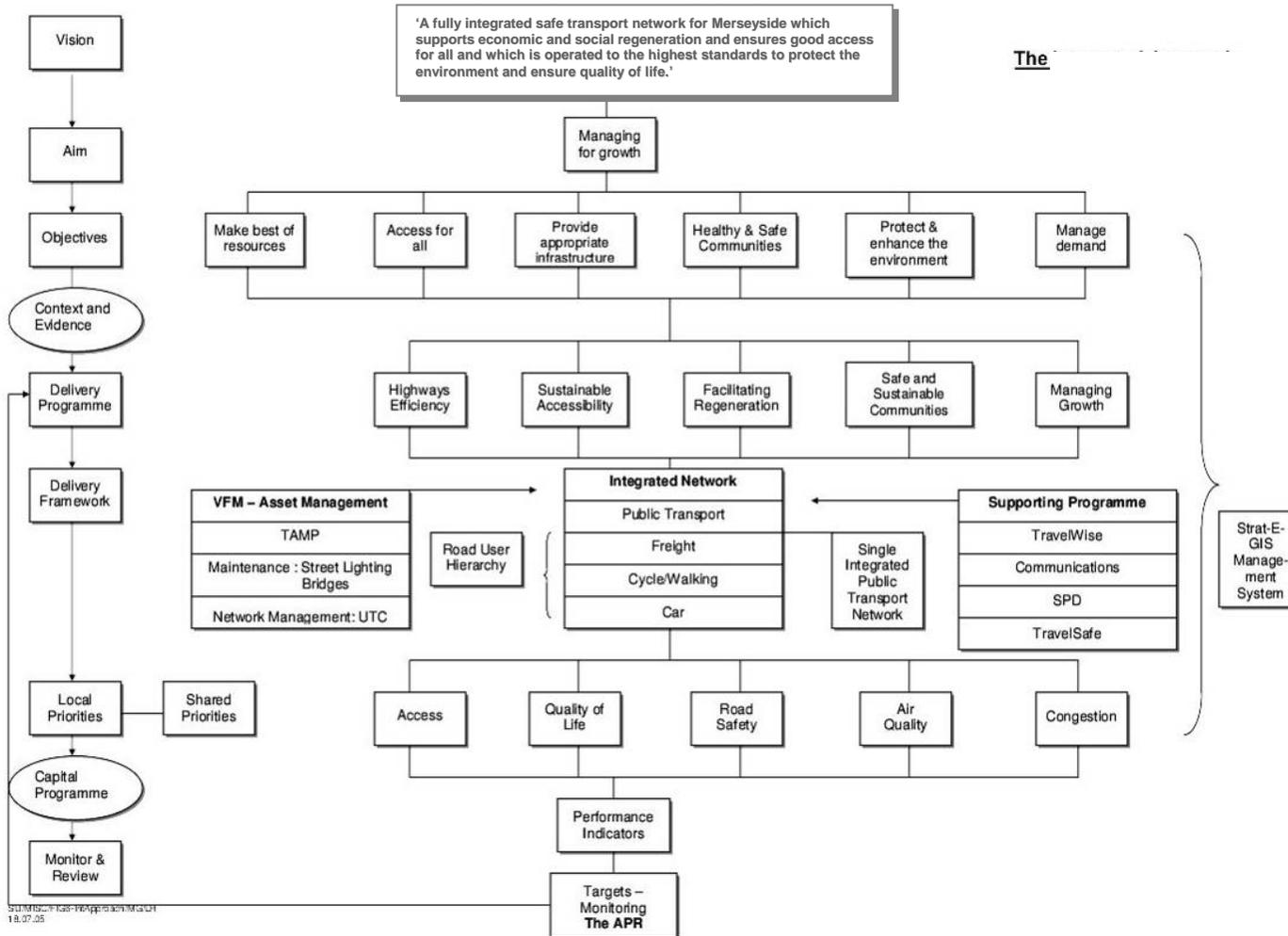
In Chapter Six, we set out the framework for delivering our proposals. This will be via the Integrated Transport Network, and we explain how the approach will deliver benefits across national and local priorities

Chapters Seven to Eleven set out in detail how we will address the shared priorities and quality of life.

In Chapter Twelve, we set out clearly our commitment to ensuring that we derive maximum value for money from our existing assets, and ensure that they are well maintained and support the ambition of the Plan. Chapter Thirteen sets out our proposed five year Capital Programme. Our performance indicators and targets are designed to allow us to effectively monitor our delivery against local and national targets. We will be developing a new management and planning system that will allow us to do this most effectively in the future.

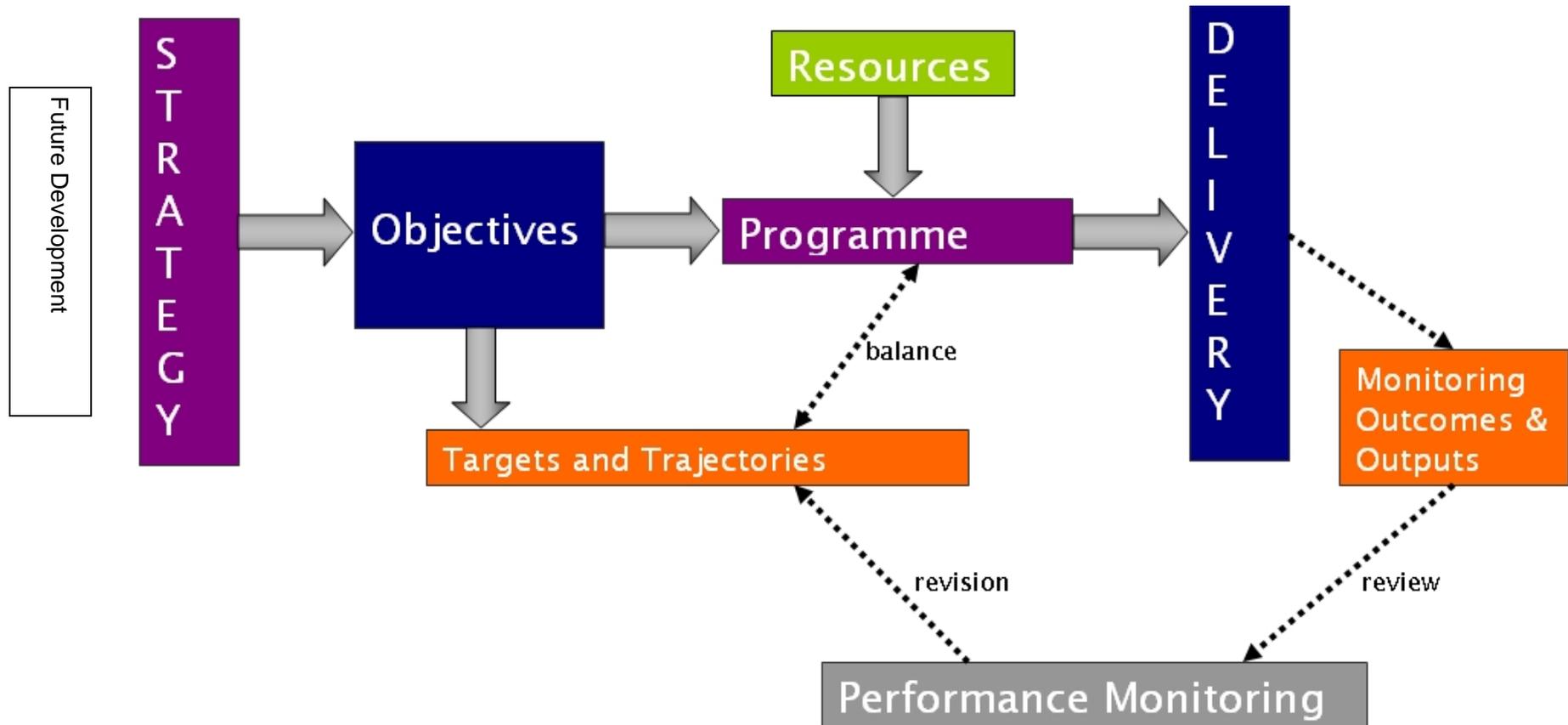
Finally, Chapter Fourteen sets out our assessment of how additional investment would allow us to address our vision and objectives in a more ambitious manner. Figure 1-1 illustrates this approach.

Figure 1-1: The Integrated Approach



1 FIGURE X: THE FINAL LTP: INDICATORS & TARGETS

Performance Monitoring Framework



2 CHANGES AND PROGRESS SINCE THE FIRST LTP

6.90 In this chapter we describe some of the changes that have occurred on Merseyside since the first LTP, summarise the views of stakeholders and set out some of the key challenges and opportunities that we will address in this LTP.

The Merseyside Landscape - Headline Indicators

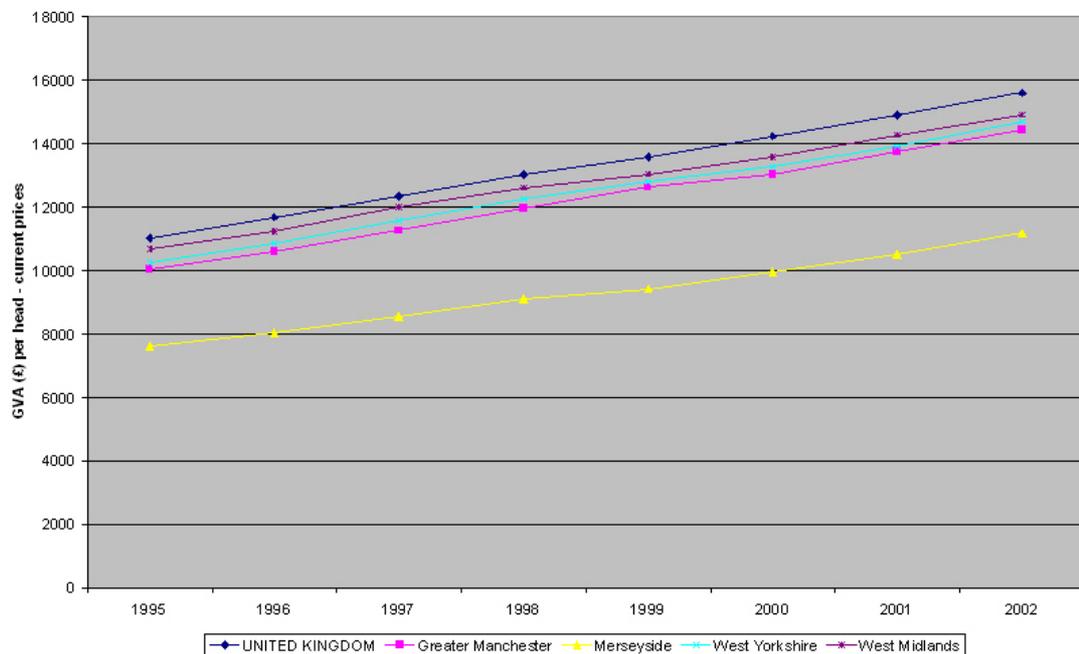
6.90 Merseyside has undergone great change over the lifetime of the current LTP programme. This change is welcome, has been greater than anticipated and is accelerating at the present time. Current projections see this accelerating change lasting until 2010. **(Chapter 4 discusses this in greater detail).**

6.90 Of particular note are continuing growth in passengers using Liverpool John Lennon Airport (LJLA), increased freight traffic through the Mersey Ports via the new container berth, and the re-birth of the City Centre, with Capital of Culture a significant milestone for 2008. **(Figures here? – MER)**

6.90 However although prospects for Merseyside look better than they have for a long time, the scale of the disparity in Gross Value Added Value (GVA) with comparator areas is shown by Figure 2-1. This illustrates that whilst GVA is rising on Merseyside, it is not rising quickly enough to close the gap on comparator cities. This issue is an important one for Merseyside economic strategy, and for the approach adopted in this LTP.

Figure 2-1: GVA per Head Comparison

Update source?



6.90 A full analysis of Merseyside’s economic and demographic profile, together with transport data, is provided in **Appendix One – The Evidence Base**.

6.90 Some headline indicators are provided below.

Population

- 6.90 After many years of decline, population appears to be stabilising, and now stands at 1,364,000 (mid 2003 estimate).

Economic Inactivity

Figure 2-2: Percentage working population economically inactive

| Period | Merseyside | North West | UK |
|-------------|------------|------------|-------|
| March 03/04 | 28% | 23.5% | 21.8% |

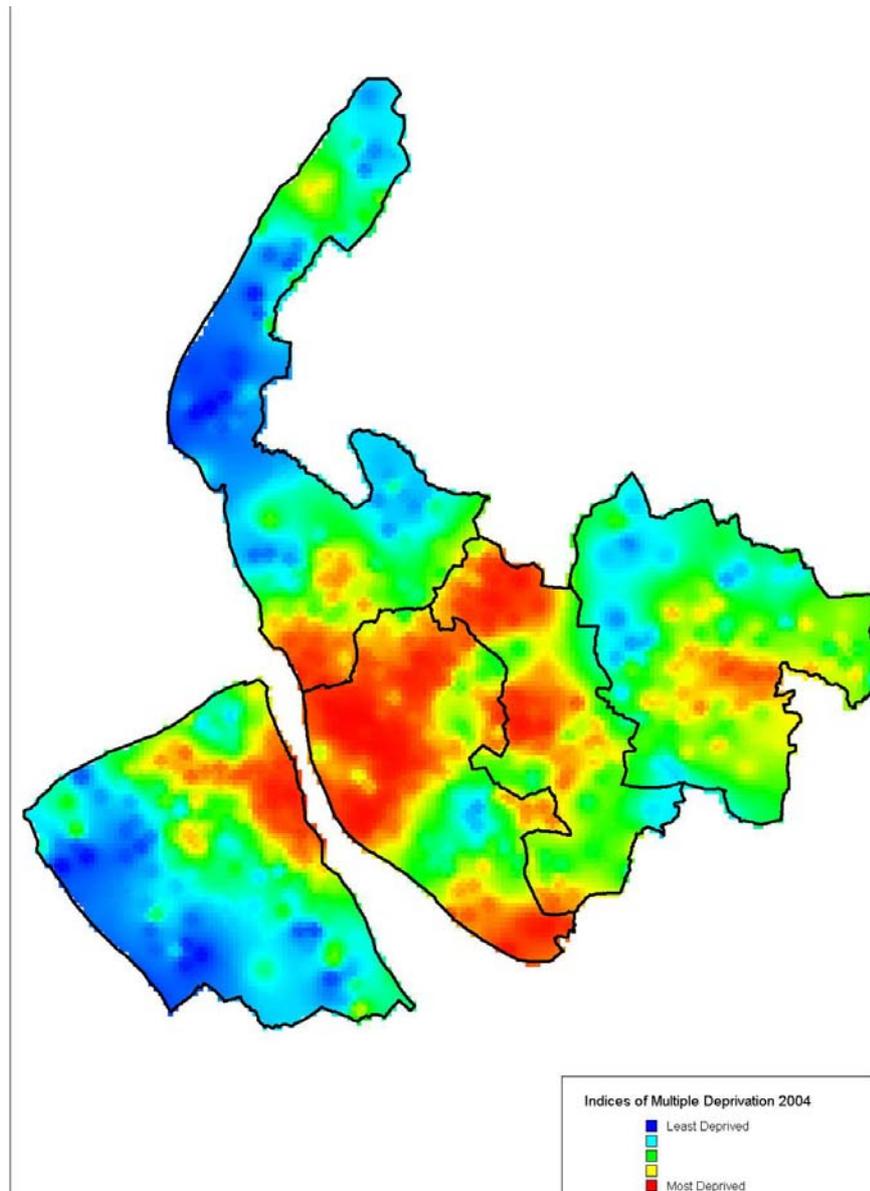
(Source: Liverpool City Region Development Plan)

- 6.90 Merseyside still has high levels of economic inactivity compared to other areas.

Deprivation and Disadvantage

- 6.90 Map 2-1 illustrates the levels of deprivation still prevalent on Merseyside. These continue to give rise to a range of particular issues including high levels of worklessness and health problems.

Map 2-1: Indices of Multiple Deprivation 2004

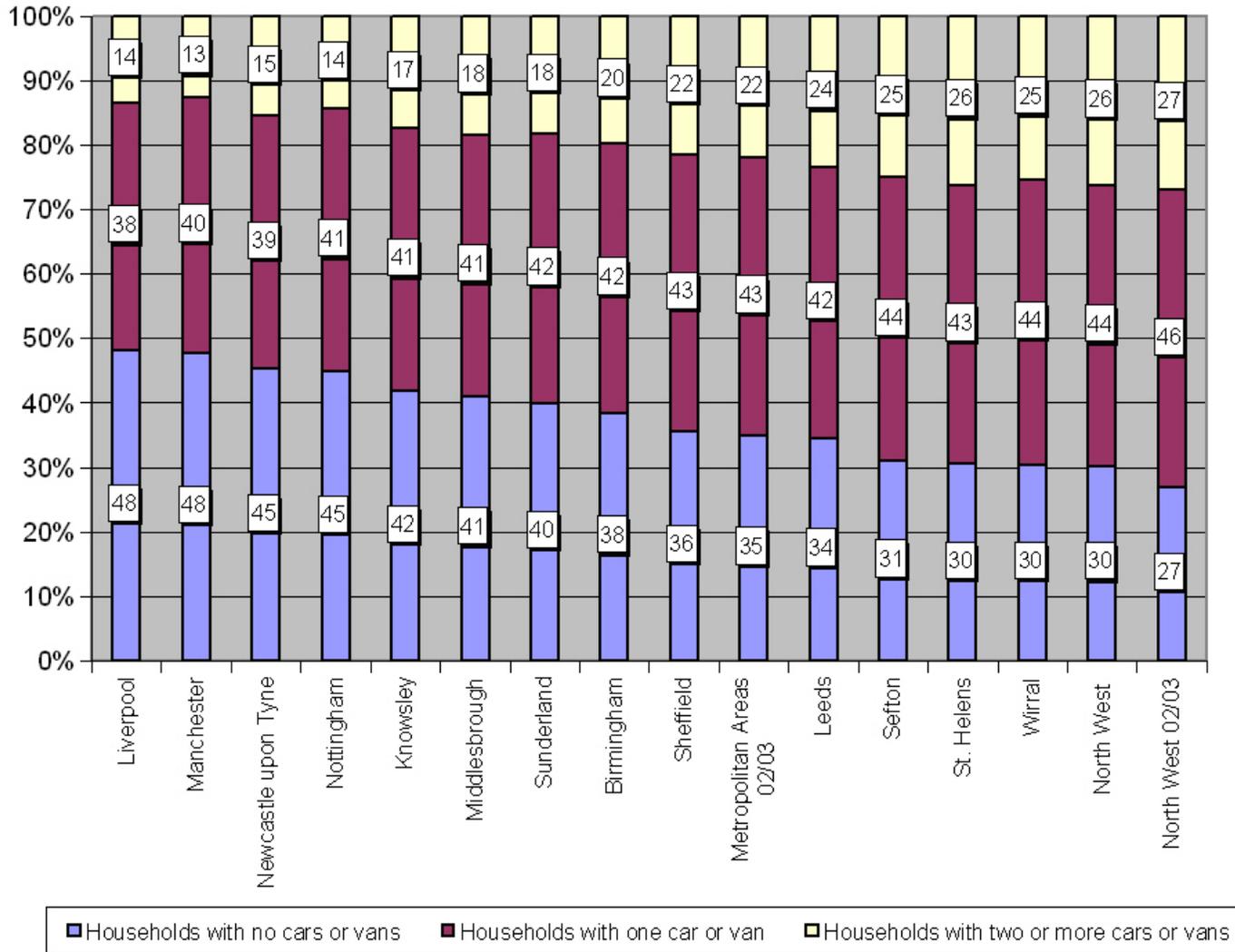


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Car Ownership

6.90 Figure 2-3 shows that Liverpool has the lowest car ownership in comparison to many other similar urban areas. In Liverpool 48% of households have no access to a car (Census 2001). Knowsley is also seen to have low car ownership (42% with no car). Sefton, St Helens and Wirral show higher levels of car ownership reflecting their more mixed economic composition.

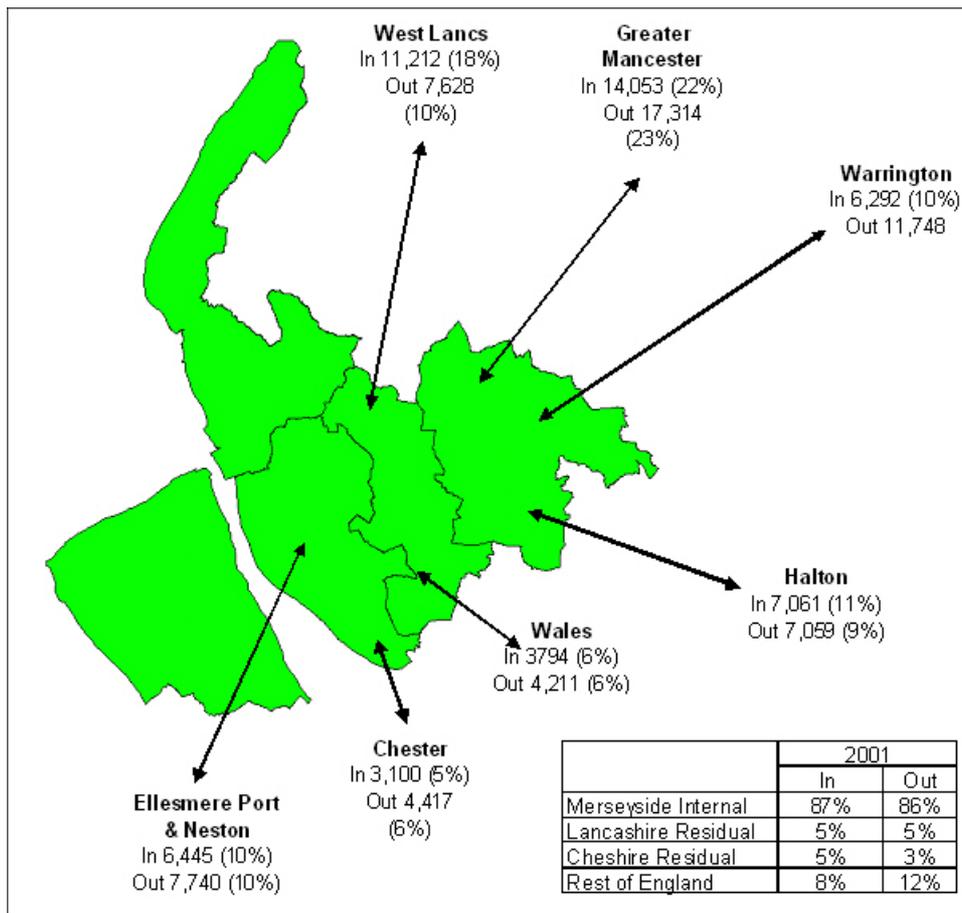
Figure 2-3: Car Ownership



Journey To Work – The Regional Connections

- 6.90 Map 2-2 illustrates in broad terms travel to work patterns for the Merseyside area.
- 2.12 Liverpool is the economic centre with a population of 442,000 and 217,000 jobs. It attracts 70,000 workers from the rest of Merseyside and some 17,000 from outside the wider surrounding economic area – across almost all of the key occupational groups. With 87,000 workers in-commuting to the city and 40,000 Liverpool residents travelling out of the city to work, Liverpool is a net importer of 47,000 workers.

Map 2-2: Merseyside as a Destination and an Origin for Travelling to Work 2001



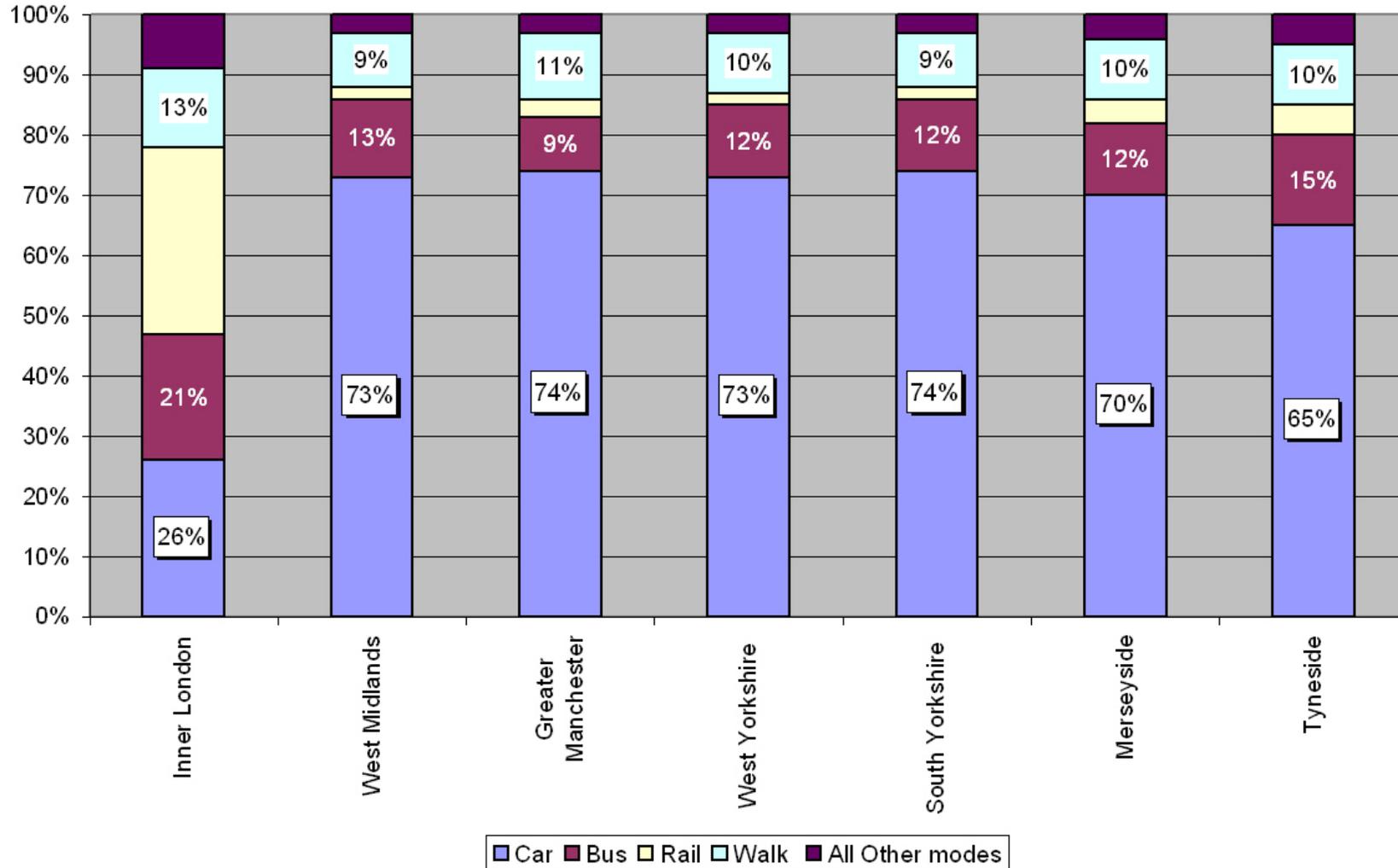
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Public Transport Mode Share

- 6.90 Figure 2-4 demonstrates that of the other metropolitan areas, only Tyne & Wear has a lower proportion of journeys to work by car. Bus and walking are similar or above to modal share in other areas. The higher levels of patronage on Merseyrail (and Tyne and Wear) can be noted.

Add rail totals

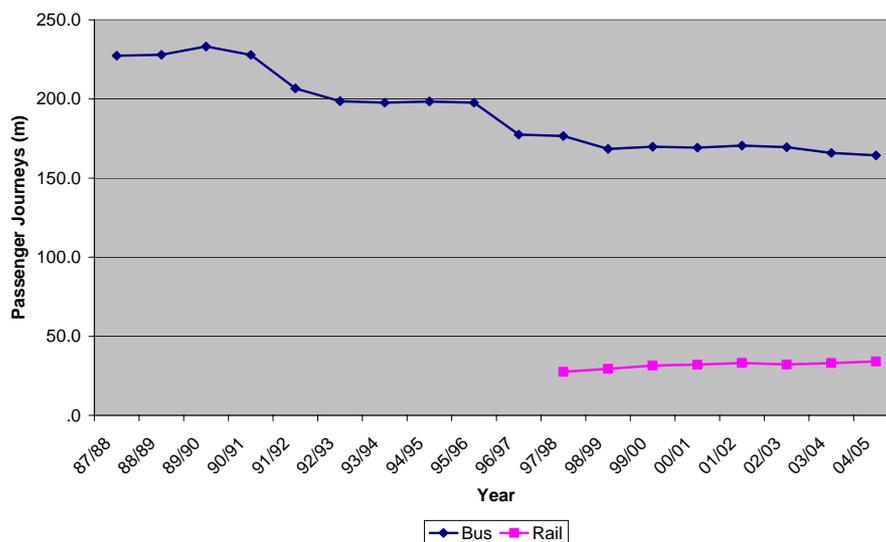
Figure 2-4: Travel to Work Comparison with Other PTE's



Public Transport Patronage

6.90 Notwithstanding these comparisons, Figure 2-5 illustrates the continuing decline in bus usage on Merseyside. This contrasts with increases in rail patronage (**These issues are discussed further in Chapter 6**).

Figure 2-5: Bus and Rail Patronage 2001/2005



Building on Success

6.90 In transport terms Merseyside has benefited from a high level of national funding; in combination with the second round of European Objective One funding this has allowed a step change both to the areas infrastructure in general and transport in particular. Objective One funding will end in 2006, (with a further two years to complete schemes and projects).

6.90 It is not yet clear whether there will be further European funding available. If it is not this may pose a constraint on our ability to deliver some of our proposals. **(Check latest position)**

6.90 We have also been highly successful in drawing in other sources of funding to support transport development. These include Single Regeneration Budget (SRB), North West Development Agency (NWDA), Urban Bus Challenge, European Research funding, Neighbourhood Renewal and contributions from partners as diverse as Jobcentre Plus and Primary Care Trusts.

This has enabled us to achieve much over the past 3 years. These achievements include:

- Planning Approval for Line 1 of Merseytram.
- The local franchising arrangements for Merseyrail, leading to rising patronage based on complete refurbishment of the rolling stock and a comprehensive station upgrade programme.

- The construction of a major transport hub at Liverpool South Parkway and the provision of greatly increased park and ride facilities across Merseyside.
- The creation of 5000 additional Park and Ride spaces.
- The introduction and expansion of the Joblink bus service providing improved access to jobs and training.
- Major investment and renewal via the City Centre Movement Strategy to support the renaissance of Liverpool City Centre.
- New arrangements for placing the Mersey Tunnels on a sound financial footing.
- Reducing the numbers of children killed or seriously injured as a result of road accidents.
- Marine Bridge in Southport.
- Significant improvements in key centres such as St Helens, Birkenhead and Huyton, and on a number of key corridors.
- The opening of the Twelve Quays Ro-Ro terminal.
- The expansion of TravelWise and the delivery of smart choices in schools and workplaces.

It is considered that this package of improvements has been responsible for the increasing patronage on Merseyrail, and restricting loss of patronage on bus services against the anticipated decline based on previous trends. **(This is discussed more fully in Chapter 6).**

6.90 There are areas where our progress has been less successful. Of particular concern are:

- Failure to prevent air pollution from meeting national air quality objectives, resulting in the need to declare Air Quality Management Areas (AQMA) in the City Centre and Rocket Junction at the end of the M62. **(Our approach to this is addressed in Chapter 8).**
- Cycle usage has not developed in the way and extent which was hoped for. **(This issue is addressed in Chapter 6).**
- There has been continuing decline of bus use. This is a real concern perhaps reflecting the problems on Merseyside of a deregulated bus market. **(This is addressed as well in Chapter 6).** The revised Merseyside Bus Strategy which forms part of the wider proposals for a Single Integrated Public Transport Network will seek to address this continuing decline. **(Check this)**

2.19 The corridor and centres approach adapted for the first LTP has enabled good progress to be made in many areas. The second LTP however, adopts a different approach, targeted at the wider agenda. This will be based on the agreed road hierarchy and a strong commitment to public transport and sustainable modes. **(This is described more fully in Chapter 6).**

The Critical Review

- 2.20 Consultants were appointed to undertake a critical review of the objectives, programmes and targets contained within the first LTP to assess whether they remained suitable to address the opportunities and challenges facing Merseyside over the next five years and beyond.
- 6.90 The assessment included discussion with key stakeholders concerned with Merseyside's economic regeneration. The outcomes described in paragraph xxx.
- 6.90 In summary the Critical Review has stated:
- 6.90 Overall the critical review has found that notwithstanding the pace of change in Merseyside's economy, the critical review has shown the strategy and policies contained within the first LTP to be robust and to remain relevant. This second LTP therefore illustrates strong continuity of policy adapted where necessary for changing circumstances.

Challenges and Opportunities

- 6.90 It is important to consider the particular circumstances with which this LTP is set.
- 6.90 Merseyside's recent past has led to some devastating changes to the economy and to the population. There are clear signs that the situation has been reversed and the economy is now growing.
- 6.90 The economic trajectory shown on Figure 1.1 shows the extent of the gap with elsewhere that remains to be closed. It is therefore understandable that the need for sustained economic growth bringing with it improved wealth and employment opportunities and in the longer term as a consequence, improved health and education, remains the single most important consideration on Merseyside.
- 6.90 There is an expectation and a hope that there will be a significant rise in demand for travel and a consequent increase in travel by all modes including car. There is however a view and evidence to suggest that the necessity to deal with problems caused by congestion seen elsewhere is not appropriate to Merseyside. More particularly, there is a real concern that any such measures, at least in the short term, could harm the economic property of the area.
- 6.90 That is not to say that there is not a realisation of the problems to the quality of life, health and well being to the community that increasing traffic levels and congestion can bring.
- 6.90 The following section describes this recurring theme within this LTP, is that particular measures will have to be taken to ensure that our most disadvantaged communities are not further affected by the transport impacts of this economic growth. Many of these communities are most vulnerable to increases in traffic passing through their neighbourhoods, bringing with it health concerns relating to road accidents, air quality and noise. Many of the areas will also suffer the effects of high levels of worklessness and unemployment. Changing work patterns may make it harder for them to access jobs and opportunities, and enjoy the fruits of Merseyside's renaissance. Our most disadvantaged communities are therefore at risk of suffering the worst impacts of economic growth and increased travel without being able to enjoy the benefits. Map 2-3 shows an example of transport impacts on disadvantaged communities.

This LTP seeks to strike a balanced approach based upon the need to 'manage for economic growth' our approach is summarised by Figure XX (Scales diagram here). We believe that we have a window of opportunity in the short term to strike that balance for the future well being of Merseyside.

6.90 We also welcome new and proposed legislation providing more robust duties to ensure the needs of disabled people and recognising gender and equality issues. **(This is described in Chapter 6).**

Challenges and Opportunities

6.90 The economic trajectory although upward is still considered to be some way from comparator cities; likewise traffic growth and congestion although growing are not considered to pose problems that require congestion charging. There is not the political will for such measures at the present time, although it is recognised that it may need to be addressed in the future. In the meantime, there remains a range of measures available to the partners to ensure that Merseyside's transport network is run with maximum efficiency for the benefit of its varied users. These measures include continuing investment in the Single Integrated Public Transport Network (bus, rail, tram, ferry), and a range of demand management measures including car parking policies, park & ride, improved transport information, bus priority measures and traffic management schemes including traffic calming, Home Zones and Red Routes. **(Chapter 7 describes our approach in greater detail).**

2.32 The LTP partnership fully endorses the DfT support for smart measures as an integral part of the development of the transport network. Following an extensive review the partnership have invested heavily in the Merseyside TravelWise programme. **(This is described more fully in Chapter 6).**

2.33 The LTP partnership consider that managing increasing travel demand within a growing economy must be supported by better integration with land use planning and locational choice. It is hoped that a transport Supplementary Planning Document (SPD) adopted by the Merseyside local authorities can be agreed early in the life of the second LTP. **(This is described in Chapter 6).**

6.90 It is acknowledged however that there are areas that create major challenges, such as the City Centre, John Lennon Airport and the Mersey Ports that will require specific packages of measures to manage demand and traffic growth.

6.90 The declaration of Liverpool as the European Capital of Culture in 2008 provides the challenge of ensuring a transport network capable of providing for the anticipated 11m visitors. **(Check this)** It offers the opportunity for the year to be a springboard for sustained improvement to the transport system and a catalyst for public transport, walking and cycling. Providing sufficient resources for this opportunity will be a challenge.

2.36 We are concerned to ensure that all members of the community have equal opportunity to access job and training opportunities. Despite growing employment and increasing prosperity there are too many areas of Merseyside with particularly deep rooted deprivation and associated worklessness. The LTP partners welcome the opportunities to address these issues in the second LTP and Access Plan. **(This is described in Chapter 9).**

6.90 In order to meet these challenges and opportunities, the LTP partnership has undertaken a number of detailed studies in preparation for this second LTP. These have included:

- As previously described a critical review of the successes and failures of LTP1 **(further details are provided in Appendix 3).**
- **Add in Summary of CR here.**

- A review of potential major schemes that may support and bring added benefits to support for Merseyside's regeneration. **(This is discussed in Chapter 14 to planning and decision making).**
- The development of a Strategic Transport Model **(this is described further in Appendix 5).**
- An examination of how to improve communications and information concerning the implementation of this LTP **(this is discussed further in Chapter 6).**

2.38 We are setting out a programme of action for the next five years that will help to deliver the longer term transport strategy for Merseyside. The importance of a transport system able to support continuing growth and social and economic regeneration has widespread support.

Learning from Stakeholders

Stakeholder and Community engagement

- 6.90 The LTP partnership continue to develop strong relationships with a wide variety of stakeholder organisations. There are active working arrangements with agencies such as Jobcentre Plus, Primary Care Trusts and Learning and Skills Council. There is also extensive engagement with the five Local Strategic Partnerships, who have identified in their current plans their transport priorities. It is anticipated that the key agencies will have an important role to play in developing Access Plans **(these are discussed more fully in Chapter 9).**
- 6.90 Further engagement has taken place with an extensive network of stakeholders including the Community Empowerment Networks across the five districts. We have undertaken niche consultation with people who have learning difficulties, visual impairments and mental health issues. There is also regular engagement with the Merseytravel Advisory Panels, Women's Forum and Transport Access Panel, who are formed of community and voluntary organisations representing the spectrum of civic life. **(More on consultation).**
- 6.90 The development of this LTP has been subject to scrutiny as a standing agenda item in bodies such as the Merseyside Chief Executives and Leaders meeting, Merseyside Directors of Regeneration and the multi-agency Merseyside Network Group.
- 6.90 The Integrated Transport Forum has been regularly consulted on all aspects of LTP development. This multi-agency forum was established during the first LTP period and has provided an invaluable reference point for policy development.

Review of Consultation undertaken in the first LTP period

- 6.90 A review of all public consultation undertaken during the first LTP period was carried out in early 2005. The following key messages emerged:
- Access to jobs and opportunities is vital.
 - General acceptance that public transport has an important role to play in ongoing regeneration, and in particular for Capital of Culture 2008.

- It was considered that public transport policy should focus on long term delivery, traffic regulation enforcement, and enforcement of social behaviour issues. Demand responsive services were strongly supported.
- It is perceived that local authorities and individuals could do more to tackle congestion – but, the solutions are seen to lie in persuasion not restraint.
- Traffic congestion is seen to be confined mainly to the peaks, but tolerance is very low with waiting or queuing of more than 3 minutes being seen as “congestion”.

Consultation for the Second Local Transport Plan

Members

- 6.90 Political input has taken the form of a series of Members workshops, including debates on congestion charging. Consideration of stringent demand management measures, such as congestion charging, is regarded as a longer term option on the basis that there is a relative lack of congestion impacts on the local economy and a real concern that such measures could have a detrimental impact on the local economy.

Stakeholders – non Local Authority

- 6.90 In November 2004 the Second Local Transport Plan for Merseyside “Key Issues Paper” was circulated, initially to an extended family of stakeholders through the Merseyside Integrated Transport Forum, and included representatives such as bus operators, Primary Care Trusts, and Merseytravel user groups. Following feedback, the paper was circulated more widely in December and January 2005. The paper provided a foundation for emerging context and priorities for the second Local Transport Plan. Feedback went directly into the policy development process throughout Spring 2005. This is included in Appendix Two – Summary of Consultation. A wide range of Local Authority departments were also consulted.

General Public

- 6.90 Further to the “Key Issues” stakeholder consultation, 60,000 short leaflets were distributed in public locations throughout Merseyside such as libraries, travel centres and information points; this ‘general public’ questionnaire was also made available online as an interactive form via the LTP website. A prize draw was used to encourage responses. People rated their priority transport delivery areas within the shared priority headings. Over 1,100 responses were received.
- 6.90 Following these two consultation exercises, a detailed ‘feedback’ leaflet was issued to the public setting out the main areas and issues for inclusion within the LTP, and inviting further comments. **(This is included in Appendix Two).**
- 6.90 There have been further detailed consultation in the Autumn, including debate on the Strategic Environmental Assessment of the Plan and the Access Plan.
- 6.90 The following summarise the key messages from the two consultation exercises. The results both here, and from the LTP1 review, highlight some subtle but important differences in feedback.

Views and issues where there was broad agreement amongst non local authority stakeholders:

- Congestion is already an issue and will become an increasing problem in Merseyside.
- Public Transport should be favoured over car use.
- Much stronger linkages are necessary with land use planning.
- Demand management has an important part to play (especially parking charges).
- Greater levels of bus priority is vital as part of “making best use of existing road space” and securing modal shift.
- The wider travel to work area should be covered by LTP2.
- Merseyside was in a “window of opportunity” with regard to tackling congestion and modal choice.

Views and issues where there was strong agreement amongst the general public:

- Congestion is getting worse but in comparison to other areas is not a real problem.

There were strong messages that the LTP should give priority to;

- improving public transport,
- workplace and school travel plans,
- personal security (public transport),
- network and service coverage,
- less polluting vehicles, and
- improving personal security for all road users.

There were also clear messages from the public that they did not see the following elements as important priorities for the LTP:

- New road links
- Congestion Charging
- Workplace parking charging
- Mitigation of noise and visual impact of roads
- Training for road user groups at risk

Key Agencies

6.90 In tandem with this consultation process, the Partnership commissioned a ‘critical review’ of the first LTP. This included a series of detailed discussions with key agencies and decision makers on Merseyside. They were asked to both review the successes and failures of the first LTP, and also to highlight issues for the second LTP taking account of

local circumstances and the shared priorities. **(A summary of the Critical Review is provided in Appendix Three).**

- 6.90 The decision makers were asked their 'understanding of the vision and objective of the current LTP and how appropriate these are for the future'. In response the consultants found (amongst other issues) that:
- 'Universally the view is that economic growth and regeneration is the prime objective. Improving accessibility is seen as a key to achieving this objective'.
 - 'Almost all respondents were of the view that congestion is currently not a significant problem in Merseyside. Measures to mitigate traffic growth must not limit economic growth. There was however an acceptance that unlimited traffic growth would not be desirable, and that at some point restraints on car use would have to be introduced'.
- 6.90 In response to the question on the 'understanding of shared priorities and how do they see these as being applied to Merseyside?', respondents stated:
- 'Promoting accessibility is seen as key and having a direct link with the goal of promoting economic prosperity'.
 - 'The Congestion shared priority is not seen as very relevant to Merseyside. Some traffic growth can be accommodated and that would be an acceptable consequence of attaining economic growth and regeneration'.

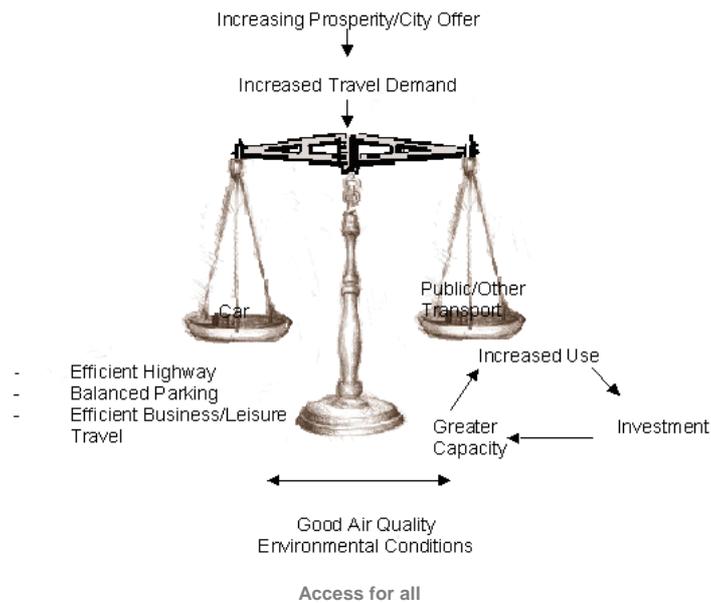
Developing A Consensus

- 6.90 Consultation has played an important part in shaping the policies being adopted throughout this Plan. There is strong and consistent support across all groups for continued investment in transport to support the social and economic regeneration of the area. There is also continued support for priority investment in public transport, including cross boundary schemes, bus priority and "smart measures".
- 6.90 A small number of elements of current policy have not been identified as a priority by the public. This is a matter of concern, particularly with regard to road safety and related training initiatives. The partners consider that greater education in this area is required and that road safety should remain a priority for the lifetime of the LTP.
- 6.90 On congestion, a more subtle picture has emerged. Decision makers generally do not recognise any current signs of congestion and believe traffic levels can rise in the short term. Amongst other stakeholders and the general public there is, however, some recognition of growing delay on the network, but that in comparison to experience in other cities. It is recognised that levels of congestion are stress. All groups are concerned that forms of constraint on car use could have a damaging impact on regeneration and the local economy.
- All groups recognise that relative lack of congestion is a positive aspect to living in Merseyside, and that there remains a window of opportunity to prevent congestion becoming an issue for the area.
- 6.90 Across all groups there has been an increased recognition of some of the adverse impacts of growing usage of private vehicle based transport (including pollution and economic impact through congestion).

In recognition of this there is support to persuade and provide for more sustainable alternatives. **The extent to which this approach tackles these adverse impacts will in part determine future examination of the need for stronger demand management and congestion charging type measures.**

Figure 3:

The Efficient Network



6.90 Citizens Panel

The Merseyside Citizens Panel was established in 1999 as a partnership between Merseyside Police and each of the five local authorities across Merseyside. The Primary Care Trusts of Liverpool, Sefton and Wirral form a third partner. These panels collectively consist of around 12,000 residents which is broadly representative of the population (based on 2001 census).

Set out below is a summary of the results produced by Section A and B of the Countywide Citizen Panel Survey in April 2005, on the topic of 'Your Perceptions of Transport/Travel' and 'Awareness of Transport Initiatives'.

- Conditions for pedestrians taken over a number of measures, had not changed apart from traffic speed and value of traffic which had deteriorated.
- There are low levels of cycling with the majority seeing a change in cycling conditions over the previous years.

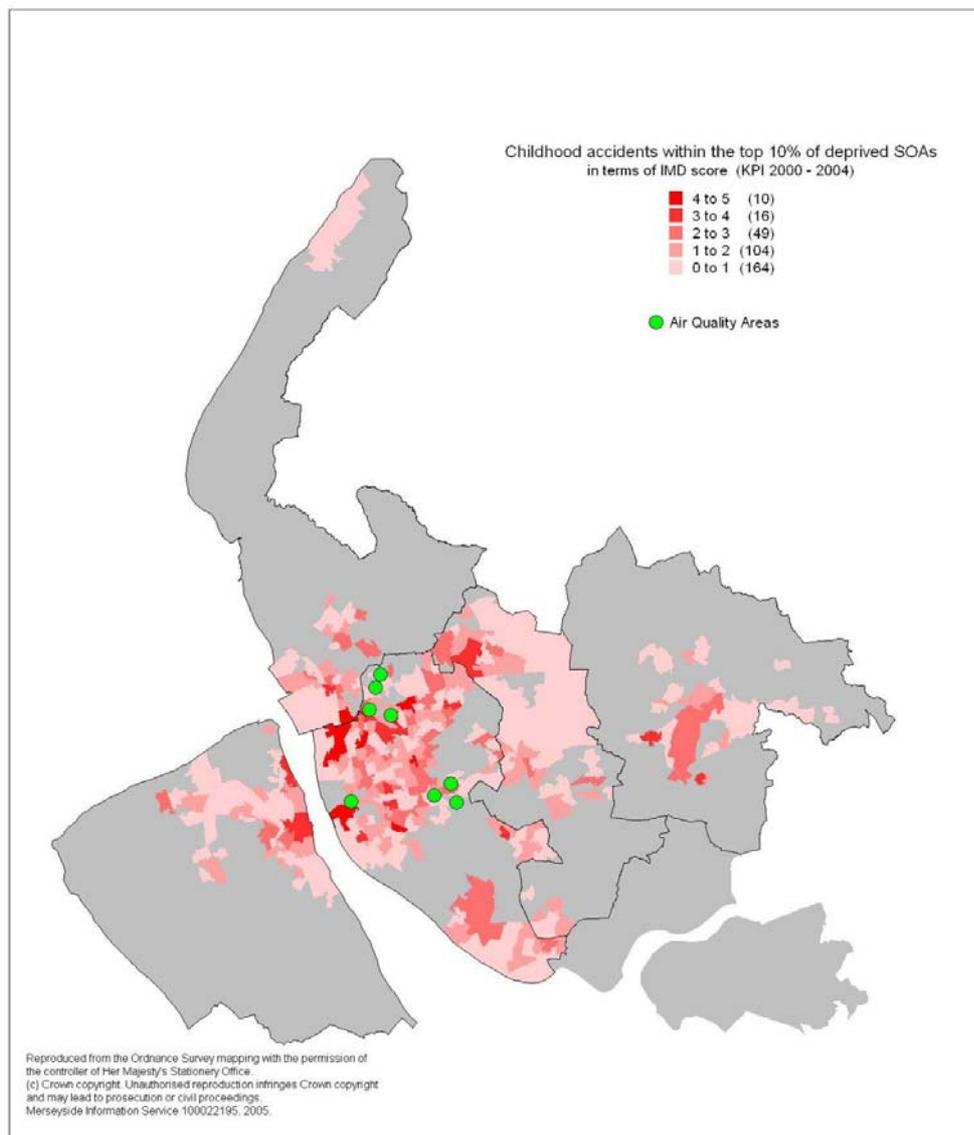
(Cycling and walking are addressed in Chapter 6).

- Air quality is perceived as far more of an issue in Liverpool than elsewhere on Merseyside. **(This is in line with current Air Quality Management issues discussed in Chapter 8).**
- The majority of people considered not enough had been done to inform them of improvements to transport over the previous 12 months.
- Across a range of transport improvement measures two thirds of people had not seen evidence of improvement.

(The latter three points are being addressed by the new communication strategy described in Chapter 6).

- The best way of informing people is via mailshot and newspapers.

Map 0-1: Air quality and road safety problem areas affecting disadvantaged communities



- i) We commit ourselves to address these problems within this LTP, by working with partners such as the health, employment and environmental agencies, through targeted programmes of action and research. We will renew our Health Impact Assessment (HIA).
- ii) We have developed an integral approach allowing each element of the Plan to contribute to our overall aims and objectives and to meet the shared and our local priorities. Figure 2.6 shows our approach. We are developing a powerful GIS based management tool, Strat-E-Gis, which it is planned to progressively implement from Autumn 2005 to assist with this approach. This is described in Chapter 13.

Progress and Changes since LTP1 - Summary

- In terms of population and employment growth, prospects for Merseyside are better than they have been.
- There remain however deep seated problems of disadvantage in clearly defined areas. Transport is a priority for these areas.
- Transport trends for Merseyside mirror other areas in the rise in car ownership and usage and long term decline in the use of sustainable modes.
- However, Merseyside still has lower than average levels of car ownership, higher levels of bus use and rising local rail patronage. This provides a good platform for the next LTP period.
- The Mersey ports and Liverpool John Lennon Airport are enjoying sustained growth which will bring challenges in providing supporting transport investment.
- The Mersey Tunnels Act 2004 provides two main policy advantages. Firstly, the toll trigger mechanism will help contain car growth. Secondly, surplus toll revenue can be utilised to buttress the LTP investments in infrastructure projects.
- Good progress has been made over the lifetime of the first LTP across all programme areas. There are however some significant areas where greater effort is now needed.
- Notwithstanding this, the overall strategy and policies contained within the first LTP remain robust. There is a strong element of continuity into this second LTP.
- The pace of change on Merseyside is quicker than anticipated and has created some exciting opportunities and challenges, which have to be matched with the national priorities.
- Promoting accessibility to jobs and services is the most important issue in Merseyside over the period of the next local transport plan. Promoting accessibility is seen as vital if the benefits of Merseyside's economic regeneration are to be shared by all.
- Congestion is generally not regarded as a major problem at the moment, and not one that warrants measures such as Congestion Charging. There is however acceptance that the problem is growing and beginning to have detrimental effects which need to be addressed, otherwise more robust measures may be required.
- There are competing and conflicting demands on transport development. Within the context of the LTP, it has to be recognised that we have limited control and resources.

2.58 Realism and Constraints

In seeking to maintain the ideal balance, it is clear that there are a number of sometimes conflicting pressures on the outcome of the final LTP. Most noticeably are political decisions made at national and local level, but increasingly at regional level.

- 2.59 In some areas these political directions may be at some odds with wider public opinion, and on Merseyside this is perhaps most noticeable in relation to the issue of congestion and whether it is an increasing problem for which more decisive action is required. However, this public view may not extend to any support for demand management

measures that may involve any form of charging. A third important element of influence is the group that may be described as key decision makers, (away from direct political decision making).

- 2.60 In this sphere, for good reason, the economic regeneration of Merseyside, the creation of jobs and increasing wealth remain overriding considerations. The view remains that the local economy remains fragile to overt demand management measures to restrict car use. It is hoped that the advent of TIF, with a wider debate on the linkages between productivity efficiency and congestion, linked to appropriate transport investment, will create a more reasoned climate for debate on this issue.
- 2.61 This tension spreads into areas such as housing development and locational choice for health facilities. The future location of the Royal Hospital currently based in the City Centre and therefore easily accessible to some of the unhealthiest communities in the UK is actively considering moving to less accessible sites, because of a range of other influences that do not apparently yet recognise the potentially huge cost in transport terms of any re-location.
- 2.62 At the present time, however decisions on investment and development are still largely taken without due regard to transport impacts. In this sense the proposed Merseyside transport SPD is seen as crucial, but even with planning authorities it is not considered that proper due regard is given to transport and land use linkages.
- 2.63 In considering the most appropriate investment programme for the Merseyside LTP these external influences impose a wide range of pressures on the transport system that are largely outside the control of the LTP Partnership, and which can only be affected by debate and partnership, but ultimately to stronger government guidance.
- 2.64 As noted above planning and development decisions, combined with increasing wealth and declining costs of motoring are likely to increase traffic growth. To counter this, the policy levers within the transport field are limited, and the debate on capital and revenue remains an important consideration. For example we have decided that the active promotion of sustainable travel and better land use planning are key areas for the next LTP period. Clearly these are largely revenue driven. In the same way, issues such as the relocation of a large hospital or other requirements defined through the Access Plan will potentially impose costs on the revenue support budget for supported bus services.
- 2.65 The forthcoming Merseyside Bus Strategy, (MBS) will set out a programme of infrastructure and highway improvements to aid bus operation, in support of the policies laid out in the Strategy. But, the MBS will not, other than through partnership and persuasion be able to directly influence key LTP targets relating, for example to age of bus fleet, and environmental quality, particularly in relation to air quality.
- 2.66 Equally, further development of the Park and Ride strategy is likely to be hampered by rising land costs, but also the limited willingness or capacity of the rail sector to increase already crowded trains either through more rolling stock or engineering solutions such as signalling. Trends in housing provision suggest that there will be increasing expansion in the eastern corridor from Liverpool towards St. Helens and Wigan This is also the M62 corridor. Our ability to increase Park and Ride here for the reasons set out above is likely to be limited in the short term.
- 2.67 Awareness of the constraints imposed on the ability of the LTP and a clear view of the particular requirements for Merseyside have led to the suggestion that the key targets for the second LTP should be those set out in Table 5. It has also helped shaped the capital investment programme by focussing on those areas where the investment can have the greatest impact and influence on the balanced transport network.

3 THE WIDER POLICY CONTEXT AND LONGER TERM STRATEGY

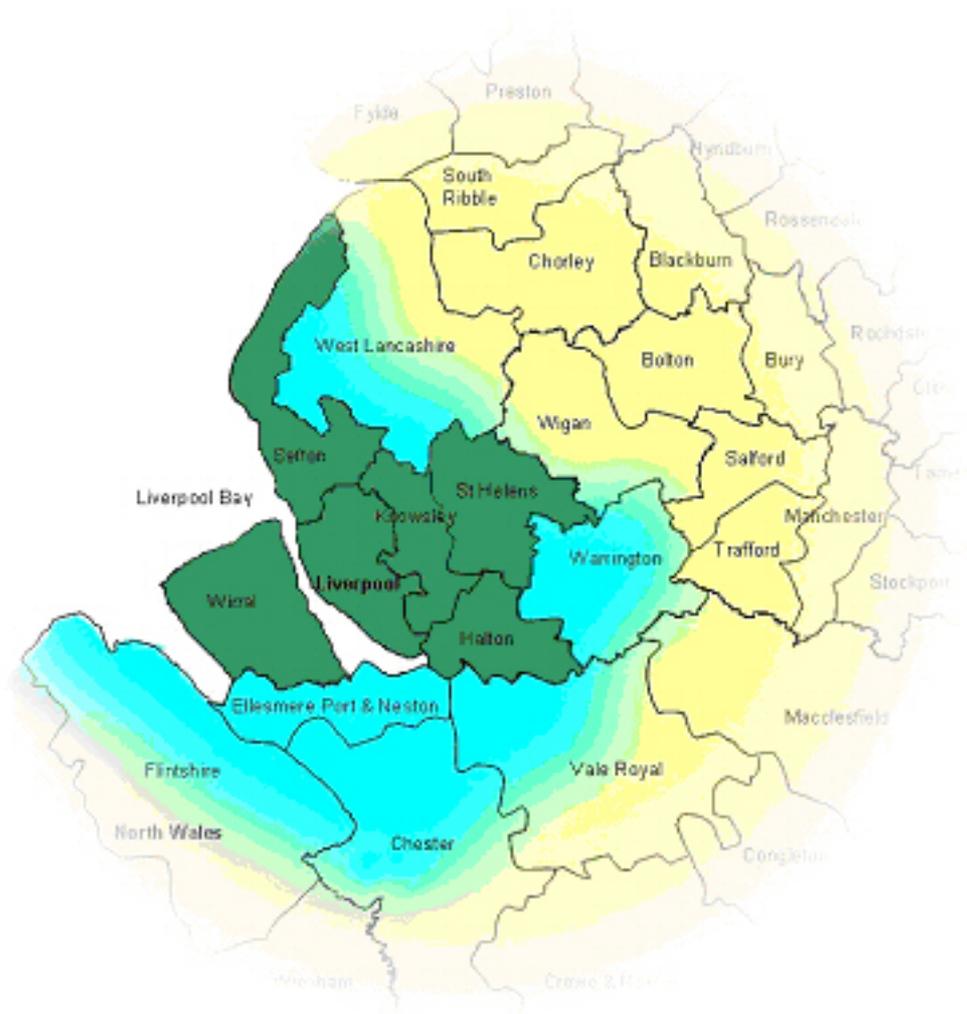
6.90 In this chapter we describe the influences and wider context for the LTP, and set out the longer term strategy for Merseyside and the resulting transport implications.

6.90 The second LTP will be developed and implemented within a changing regional structure that will involve greater regional decision making and devolved budgets. Also largely driven by the Northern Way Growth Strategy, this LTP has to take account of a changed organisational geography.

6.90 For clarity the following definitions are used in this LTP:

- Merseyside – the five local authorities of Liverpool, Wirral, Sefton, St Helens and Knowsley with Merseytravel.
- Greater Merseyside – as above but with Halton Borough Council who have their own LTP, but are part of all the Merseyside groups.
- The Liverpool City Region – as above but including West Lancashire, Warrington, Chester, Ellesmere Port and Neston, Vale Royal and Flintshire. This region has produced a City Region Development Plan (CRDP) for input to the Northern Way.

6.90 Map 3-1 below illustrates this new geography and Map 3.2 illustrates the three overlapping City regions in the North West.

map 0-1: The Liverpool City Region

6.90 To support these changes, the Regional Spatial Strategy (RSS) is due for adoption in September 2007. As part of this, the supporting Regional Transport Strategy (RTS) will be drafted by January 2006 and will be submitted with the RSS to the Secretary of State in January 2006. The second Regional Housing Strategy (RHS) (2005) and the Updated Regional Economic Strategy (RES) have both recently been published.

6.90 'Regional Funding Allocations (RFA) – The Advice of the North West Region' was published in January 2006. The advice outlines the vision for the North West:

'To maintain GVA growth above the UK average so that economic and other disparities within the North West and with the UK as a whole are reduced and improve quality of life for all so that its citizens are happy, capable and engaged and enjoy a strong, healthy and just society whilst the environment is protected and, whenever possible, enhanced'

6.90 The region is now clear that to achieve this vision all regional stakeholders must focus their collective activities around four spatial strategic priorities for the North West:

- (i) Maximise the growth opportunities presented by the three city-regions of (Greater) Manchester, Liverpool (Merseyside) and Central Lancashire, the Region's key drivers of economic growth.
- (ii) Fully develop growth opportunities around the key regional towns and cities of Crewe, Chester, Warrington, Lancaster and Carlisle.
- (iii) Regenerate the economies of East Lancashire, Blackpool, Barrow and West Cumbria.
- (iv) Ensure ongoing growth in the rural economy as part of the Regional Rural Delivery Framework.

6.90 The four strategic priorities outlined above have emerged from the RES, RHS and draft RSS, and fully reflect the priorities contained in the Northern Way Growth Strategy. They provide the basis of the strategic spatial development framework for the region and the RFA advice to the Government.

6.90 The RFA identifies three issues that are acting as major brakes on the region's ability to fulfil its economic and social development potential:

- (i) Weakness in the housing market.
- (ii) The effectiveness of key transport infrastructure – the region needs to significantly improve the quality and provision of public transport and to make best use of the existing highway network to maintain connectivity both internally (within and between city regions and from peripheral sub regions to the principal north-south corridor) and with other regions, and to better link people with jobs and services. These are the key aims of the Regional Transport Strategy.
- (iii) Very high levels of worklessness as well as concentrations of low productivity and enterprise levels.

6.90 The RSS, RHS, RES and RFA have all informed, guided and shaped the LTP, setting the wider context for the LTP and ensuring that the LTP supports regional, pan-northern and national priorities.

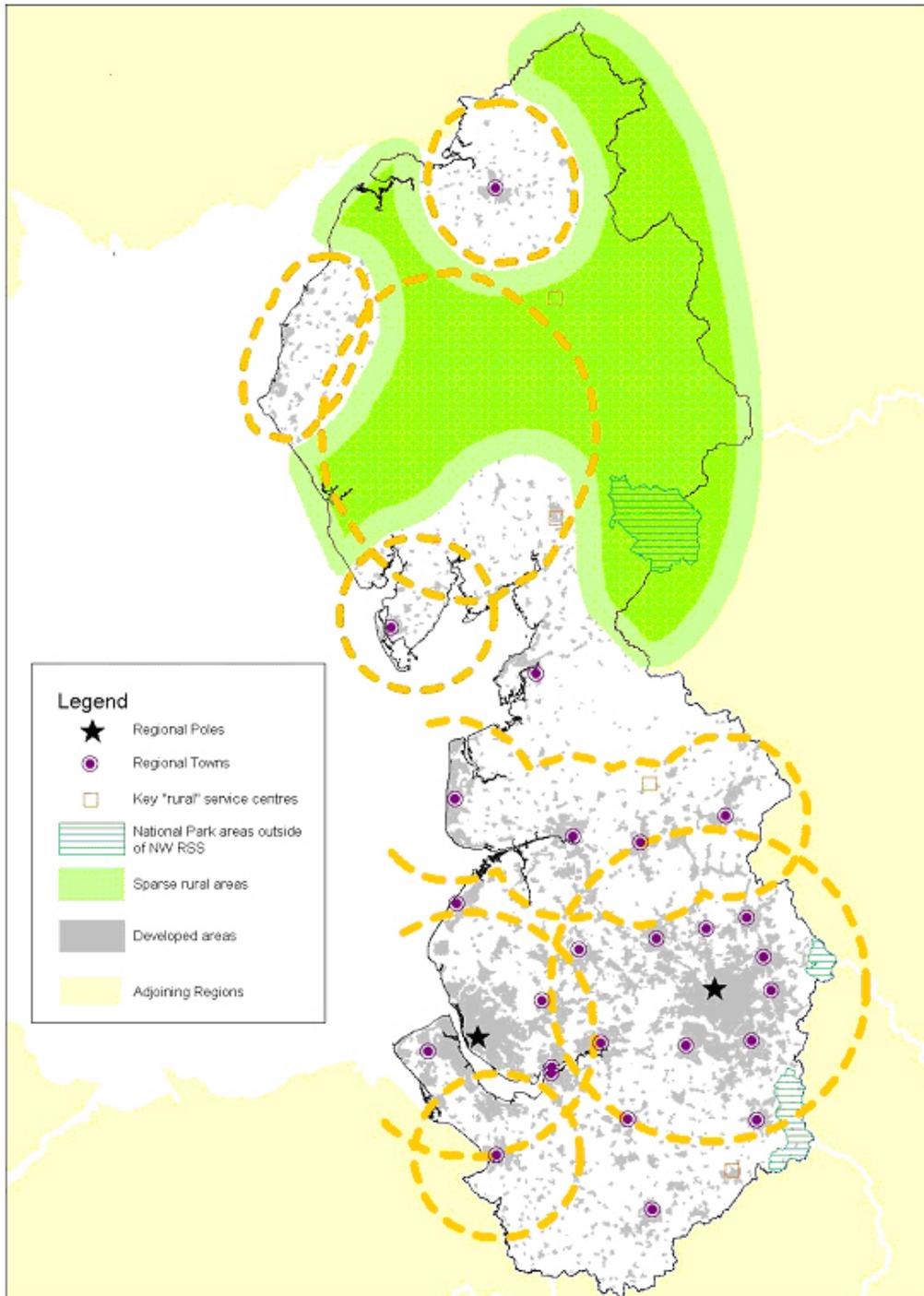
6.90 At the Liverpool City Region level there are therefore a number of emerging linked strategies.

- iii) The Liverpool City Region Development Programme (LCRDP) – 'The Liverpool City Region – Transforming Our Economy' delivered to the NWDA in May 2005.
- iv) The developing Merseyside Sub-Regional Action Plan is the LCRDP investment plan.
- v) For the RSS, the City Region has produced detailed City Region policies and advice to inform and influence the North West Regional Assembly (NWRA) development of the RSS, and Regional Transport Strategy (RTS).

3.12 The City Region RSS policy proposals support the realisation of the LCRDP and Merseyside Sub-Regional Action Plan. The draft Sub-Regional Action Plan will be adopted in the autumn of 2006. The Final LTP is aligned with the LCRDP and Sub-Regional Action Plan to enable the realisation of the programme and investment plan.

3.13 Table XX (Transport Context Consistency Matrix) demonstrates the fit between the LTP, regional and sub-regional strategies, plans and programmes.

Map 3-2: The North West RSS Key Diagram



(Source - NWRA)

- 3.14 Transport demands cross LTP boundaries and there is a requirement for a strategic approach to transport both in the RSS and the proposed devolved decision making and RFA.
- 3.15 Continuing work will be needed to ensure integration of the four Local Transport Plans within the wider City Region. There has been good and sustained collaboration between neighbouring LTP authorities. Jointly supported schemes and projects are described in Chapter 5.

The Liverpool City Region

- 3.16 The vision for the Liverpool City Region (LCR) is:

‘To regain our status as a premier European city region by 2025. We will secure an internationally competitive economy and cultural offer; and outstanding quality of life; and vibrant communities contributing to and sharing in sustainable wealth creation.’

- 3.17 The programme for action identified in the LCRDP has a number of over-arching principles. In transport terms these include:

- i) ‘The priorities for action must include the completion of the investment programme (in infrastructure), and ‘securing the further expansion of the Ports of Liverpool and John Lennon Airport and related infrastructure’”.
- ii) “The city region’s expanding economy has the pre-conditions for full employment for all of its communities. There is then both the opportunity and the need to build on, and extend the principles of, the Mersey Dee Alliance’s joint work to improve access to jobs in Ellesmere Port, Chester and North Wales for residents in Wirral and the rest of the city region’. On this basis the report states:

‘Transport and skills are the key ingredients of this menu to improve the workings of the city region’s labour markets.’

The Mersey Dee Alliance is discussed further in Chapter 9.

- 3.18 The LCRDP and Sub-Regional Action Plan are founded upon the delivery of six strategic priorities and associated transformational and underpinning projects. The six strategic priorities are:

- The Premier Destination Centre.
- The Well Connected City Region.
- The Creative and Competitive City Region.
- The Talented and Able City Region.
- The City Region of Sustainable Neighbourhoods and Communities.
- Delivering the City Region.

These issues are discussed more fully in Appendix Four.

3.19 Five of the strategic priorities have particular transport requirements:

- i) Strategic Priority – ‘The Premier Destination Centre’.
 - Work with airport, budget airlines and rail service providers to increase inbound tourism.
- ii) Strategic Priority – ‘The Well Connected City Region’ sets out the vision and longer term strategy for the development of the transport network. The vision for the ‘Well Connected City Region’ is:

‘By 2016 Merseyside will be a modern land, air and sea Gateway for the North West and the UK. It will deliver an excellent transport network to residents, visitors, investors and businesses.’

The transformational transport projects include:

- Mersey Ports Growth Strategy.
- Expansion of Liverpool John Lennon Airport.
- The Mersey Gateway - the second Mersey Crossing in Halton.

The underpinning projects include:

- Improving connectivity within, to and from the City Region, across the Northern Way – NETA – and connections to international markets.
- Improved intra – city region connectivity.
- The development of a high quality public realm
- The development of the strategic freight network and intermodal freight terminals

- iii) Strategic Priority – The Creative and Competitive City Region.

21st Century Sites and Premises:

- Support the development of an employment base, especially with regard to key clusters, through investment in – Merseyside SIAs, Widnes EDZ, Ellesmere Port MEDZ and the Strategic Regional Sites.
- The development of a 21st Century Business Environment must be properly supported by an integrated package of public interventions, including transport measures.
- Public sector investment will need to ensure that linkages, in terms of transport access, are available to the benefit of the wider sub region.

The Mersey Partnership's (TMP) research has led to a consensus that a significant source of competitive advantage for Merseyside in the future will be to become, both in actuality and in perception, a good place for women to participate in the workforce and to establish businesses. **'Support programmes include the development of safe public transport provision serving women's needs'**.

iv) Strategic Priority – 'The Talented and Able City Region'.

Full employment in the city region will address concentrations of worklessness in the conurbation core and employability **'supported by improved transport links to jobs'**. For the future, it will expand the pool of skilled labour in the workforce.

- Providing transport solutions for employees that need to move from one job to another, navigating within the conurbation and, in particular, to less orthodox work locations.
- Collaborative effort across the whole city region to develop new and effective ways of better managing labour markets, building on pioneering work developed between Wirral Council and the Mersey Dee Alliance in delivering better access to jobs in Cheshire and Flintshire.

(v) Strategic Priority – 'The city region of sustainable neighbourhoods and communities'

- Sustainable communities and neighbourhoods can only be achieved by working in a truly holistic and integrated way.
- Develop inter-authority collaboration to address the soft infrastructure elements of sustainable communities. Focussed initiatives aiming to address liveability through neighbourhood management and a holistic approach to regeneration incorporating access to transport.
- Concentrate development where it can minimize the need to travel and can be well served by an affordable, clean and safe public transport system to improve the environment and link communities with employment opportunities, education, training establishments, health services and facilities and leisure amenities.
- Embedding design culture into the procurement and management process through integrated spatial design that gives priority to accessibility, social inclusion, high quality public space and sustainability. Aim for the creation of walkable neighbourhoods with balanced streets that are for and used by all in the community.
- Address health inequalities throughout the sub-region and ensure a stronger local authority/public health agenda alongside all other components to enable communities to achieve a better quality of life and improved health (Strong linkages with Travelwise, Active Travel and Air Quality work streams).
- Foster and support innovative and new ways of tackling illness, worklessness and poverty.
- Promote the re-branding and image of the City Region to encourage an economically active population and graduate retention.

- 3.20 Elsewhere within the wider Merseyside agenda the importance of transport is recognised as a key supporting theme.
- 3.21 In terms of tourism, the Merseyside Destination Management Plan 2005-2008 (Mersey Partnership, TMP 2005), states that particularly important developments are:
- Transport from Gateways (particularly from Liverpool John Lennon Airport) to visitor attraction hubs.
 - Attractiveness of arrival points and interchanges, such as bus and rail stations, car parks with improved orientation and signage.
 - Improved road access to Liverpool from the end of the M62, and to Southport from the M57 and M58.
 - High Quality public realm in key tourism hubs including maintenance regimes, pavement cleanliness and repair, street furniture, planting and signage.
- 3.22 Poor education and skills levels go hand in hand with unemployment, low incomes and poor housing. The Merseyside Economic Review (MER) (TMP, February 2005) recognises the significant levels of low demand housing is an issue that needs to be addressed, ‘vibrant and attractive urban neighbourhoods will need to be created to ensure that outflows of population are minimised and new residents are to be attracted to the sub-region’. Within Merseyside this challenge is being met by the New Heartlands Housing Market Renewal Initiative (HMRI).
- 3.23 The polarisation of employment opportunities between highly skilled/more highly paid and lower skilled/lower paid, recognised in research for the HMRI, could have implications for travel patterns across the wider city region. Linked with changing housing patterns this could lead to longer distance car commuting allied with increasing demands for travel opportunities for non car owners seeking employment **(See Chapters 4 and 9)**.
- 3.24 The Merseyside Economic Review has highlighted the continuing disparity between Merseyside’s growing economy and persistent high levels of social disadvantage. The MER states that ‘worklessness and multiple deprivation remain a challenge’ **(See Chapter 4 and Chapter 9)**.
- 3.25 The North West Annual Statement of Productivity Priorities statement is directly related to the North West Annual Statement of Learning and Skills Priorities which was published in December 2004. It states that one of its top ten priorities is to ‘influence transport and infrastructure planning to meet business objectives’.
- 3.26 Low paid work or unemployment will in turn lead to poor health and a greater demand on health services. This relationship is recognised by the Merseyside and Cheshire Strategic Health Authority and the Primary Care Trusts, as part of the Government’s ‘Choosing Health’ White Paper. In particular the need for integration of health and transport are specifically referred to in terms of promoting more active travel and physical activity.
- 3.27 Within the North West, these links are reflected in ‘Investment for Health – A plan for North West England 2003’. One of the plan’s objectives is:

“To develop a sustainable and integrated transport infrastructure ...in the region which... has the greatest

possible potential to improve public health and reduce inequalities.”

- 3.28 To achieve this, it sets out a range of activities and actions including measures to ensure access to health care, reduce accidents, address environmental problems and increase physical activity.
- 3.29 This LTP is also consistent with a number of European strategies and policies, particularly in terms of environmental and spatial policy. Greater detail of Regional and European issues is provided in Appendix 4.

Challenges and Opportunities: Summary

Key issues for LTP 2

- The LTP must be clearly linked into the emerging City Region agenda and Sub-Regional Partnership.
- Across the City Region and Merseyside agendas, transport is regarded as a critical enabler for continuing and sustainable economic growth and regeneration.
- The city centre, Liverpool John Lennon Airport the Mersey Ports and the Strategic Investment Areas are regarded as the major economic drivers for the city and sub-region.
- This requirement for integrated and enabling transport is both at a strategic and local level.
- European policy supports key LTP issues including the environment, energy efficiency and road safety.

The Longer Term Strategy

- 3.30 Set out below is a summary of the major transport improvements, supporting measures and priorities that have been included in the LCRDP and Sub-Regional Action Plan, RSS Policy Position Statement and other Merseyside strategies. They can be taken as representing the longer term transport aspirations for Merseyside within the context of the LCRDP. Full details are contained within Appendix 4.
- 3.31 However, they remain aspirational in many cases with little or no business case yet established. Continued joint working on the Sub-Regional Action Plan and the Final LTP will allow greater examination of costs, value, and deliverability of the aspirations.
- 3.32 In terms of public transport there is further discussion particularly on rail in Chapter 6 and in Chapter 14 on a possible enhanced programme.
- **The Mersey Ports Growth Strategy.**

The Mersey Ports have the capacity to attract a higher throughput of trade and develop new global markets to benefit the growth of the city region economy and the wider region. The Mersey Port Growth Strategy will deliver £3.1 billion to the economy by 2025, as turnover of industry increases (an increase of 56 per cent); £1.8 billion additional impact on the local economy by 2025 (an increase of 56 per cent); 4,600 jobs to the City Region economy, assuming current productivity ratios and growth of 33 per cent; an enhanced competitive position for the Mersey as the main gateway for Atlantic and deep-sea trade with the North of England; a reduction in road tonne miles within the UK of some 100m per year, if improved rail access is delivered.

Proposed measures:

- Improvements in road access to the ports via the A5036 and the M57 and M58 motorways
- Improvements in rail access to the Ports including the reinstatement of the Olive Mount Chord and associated gauge enhancements, the reconnection of the Birkenhead Docks to the rail network, the extension of the Canada Dock rail link and lobbying for gauge upgrades to the West Coast Main Line.
- New £80 million new in-river deep-sea terminal at Seaforth for post-panamax vessels and a £12 million cruise liner facility at the Pier head.
- Merseygate Gateway
- Potential to link the wider 'distribution' centres (such as Parkside or Ditton Strategic Freight Park).
- **Expansion of Liverpool John Lennon Airport.**

Deliver improved road and rail access to Liverpool John Lennon Airport (LJLA), to cater for projected future growth in passenger and staff numbers, in particular, to areas south of the River Mersey and to Cheshire and North Wales.

Proposed supporting measures:

- Expansion and improvement to terminal facilities and runway.
- Implementation of the Liverpool John Lennon Airport Masterplan.
- Attraction of new carriers and opening up new routes
- Eastern link road access improvements.
- Improved public transport access via the new Liverpool South Parkway interchange.
- Mersey Gateway
- Halton Curve Rail Link
- Improved local transport services to ensure accessibility to job opportunities.
- **Mersey Gateway**

A new road bridge crossing of the River Mersey between Runcorn and Widnes to improve and modernise road access to the city region, supporting the development of the LJLA, The Mersey Ports, Liverpool City Centre and SIAs.

- **Enabling Transport Projects**

There are many other projects, including proposed major transport projects that will act as enablers to achieving the vision and the strategic priorities of the LCRDP and Sub Regional Action Plan and developing the public transport network to help bring people and jobs closer together.

Proposed supporting measures:

- Improved capacity and quality of the public transport network through investment in rail and bus networks.
- Ensure public transport is delivered to support sustainable communities and promote social inclusion particularly in assisting with the worklessness agenda.
- Ensure public transport is developed to provide adequate alternatives to car use particularly for commuting, including greater levels of influences over the bus network.
- Provide infrastructure to maintain an efficient and congestion free highway network.
- Development of the links within NETA (North European Trade Axis);
- Improved links to other City Regions including improvements to the West Coast Main Line and Trans-Pennine routes.
- The development of the Merseyside Supplementary Planning Document for Transport will more effectively align land use and transport to support sustainable development and regeneration.

4 ASSESSING THE IMPACT OF CHANGE

6.90 In this chapter we assess the impact of economic and demographic change on Merseyside and assess the possible influences and impacts on travel demand.

Background

6.90 We have described how Merseyside and the Liverpool City Region are changing rapidly. All indications are that this will accelerate over the lifetime of the LTP. It is critical that we have a full understanding of the factors that will shape the demand for travel on Merseyside.

Key issues from the current situation

- Car ownership and use continues to rise. Whilst there is increased rail patronage bus use continues to decline, albeit at a slower rate than when LTP1 was submitted.
- Population is stabilising and employment levels and economic prospects are good. Without managing for growth by decoupling economic growth and growth in car usage this is likely to be a main cause of greater car use.
- Merseyside has persistent and entrenched levels of economic inactivity and worklessness in some areas. There is a clear role for the transport network to help address social inclusion.
- The importance of high quality transport for Merseyside's continued growth and regeneration is recognised across the sub-regional partnership and reflected as a priority in the City Region Development Plan.
- The Mersey Ports, Liverpool John Lennon Airport and the City Centre are identified as the three major economic drivers for Merseyside. Capital of Culture in 2008 provides a key short term focus particularly for the City Centre. The growth and development of these three locations will have major transport implications.

6.90 In examining how future trends in employment, population and economic development will impact on demand for travel, we are developing a Merseyside Strategic Model (MSM).

6.90 Great care has been taken to ensure the integration of planning, demographic and economic assumptions used in the STM with work undertaken in developing the LCRDP. Additional work has been undertaken specifically for the LTP assessing likely changes in employment at key locations, allowing changes on transport demands to be assessed. **(Further details are provided in Appendix X).**

6.90 Through the Regional Economic Strategy (RES) the NWDA have designated a number of key development sites within the Liverpool City Region. They are illustrated by Map 4-1 below. As a result of the European Objective One programme, Merseyside had designated a number of Strategic Investment Areas (SIAs) where economic growth was targeted. These are shown in relation to the Pathways areas on Map 4-2. Pathways areas are designated as part of the Objective One programme as a means of targeting the most

disadvantaged areas. They are described more fully in Chapter 9. It can be noted that there is a strong correlation between some Pathways areas and the HMRI areas, shown on Map 4-3.

SQW work here

City Centre

6.90 By 2015, the City Council hope that Liverpool will be in the top 20 European city region destinations with an annual visitor spend of £1.8 billion, supporting 30,000 jobs. This is based on the following:

- The Paradise Street Development Area (PSDA).
- Impact of Capital of Culture has been estimated at creating some 13,500 jobs in creative and tourism sectors, attracting in excess of 11 million visits to Liverpool in 2008 and in the longer term.
- Gross value added within the City is forecast to increase by £1.6 billion (2000 prices), or 24%, between 2005 and 2015, reach £8.4 billion by the end of the ten-year period.
- The overall level of employment within Liverpool between 2005 and 2015 is forecast to grow by almost 2,000 jobs.

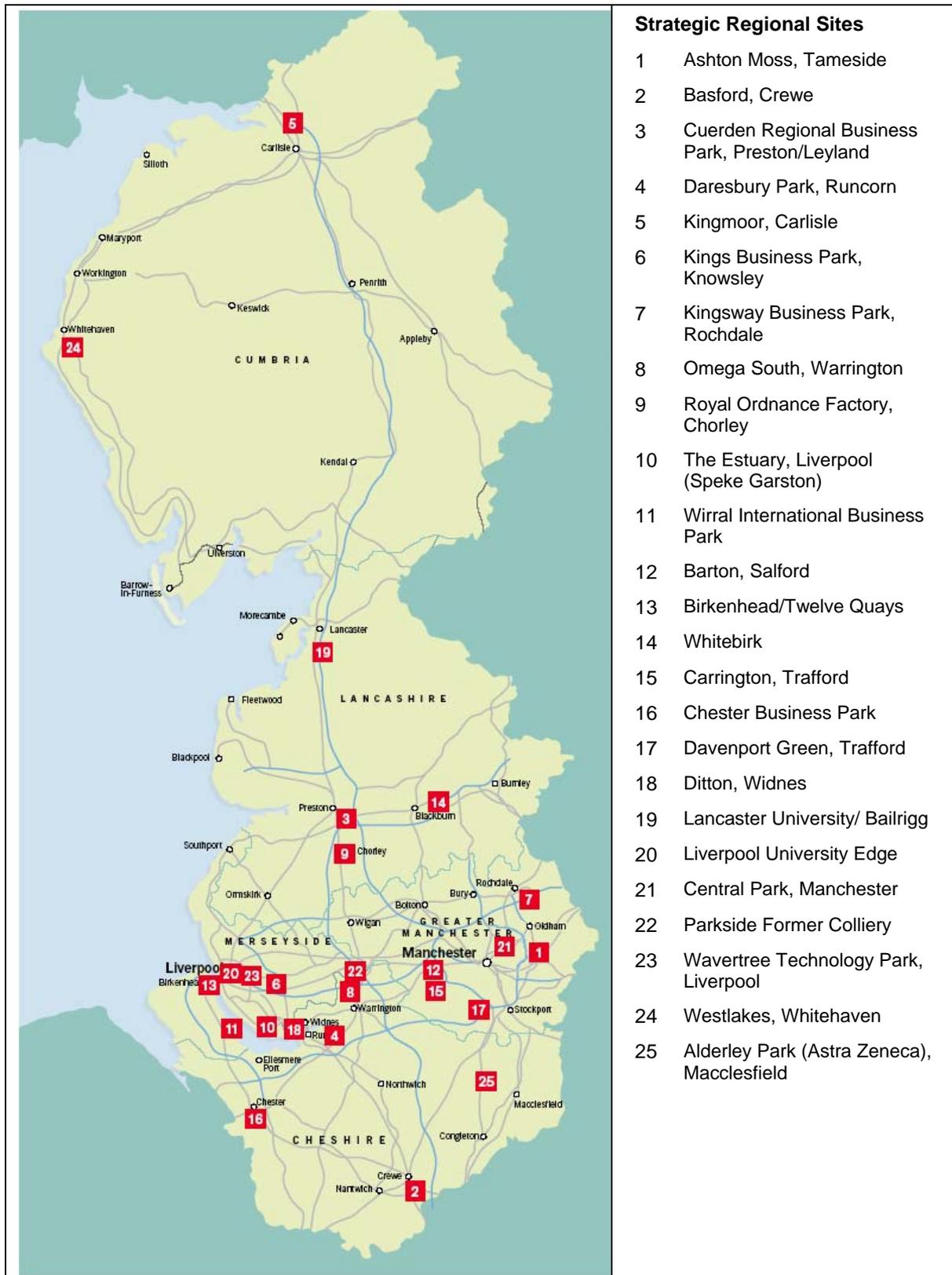
(The particular issues concerned with the City Centre are described in Chapter 7).

Southport

6.90 Sefton and the NWDA are promoting Southport as a 'Classic Resort' and have identified it as a key element of the North West Coastal Strategy.

6.90 In 2003, Southport attracted nearly 5.7m adult visitors, spending over £190m. The aim is to increase visitor numbers by 30% to 7.4 million per year through an action plan of new high class accommodation, expanded cultural offer, quality visitor attractions and public realm improvements. The transportation strategy is at the heart of this plan, and will seek to provide reliable external links, quality gateways and internal links and enhancements to public realm in keeping with the Vision.

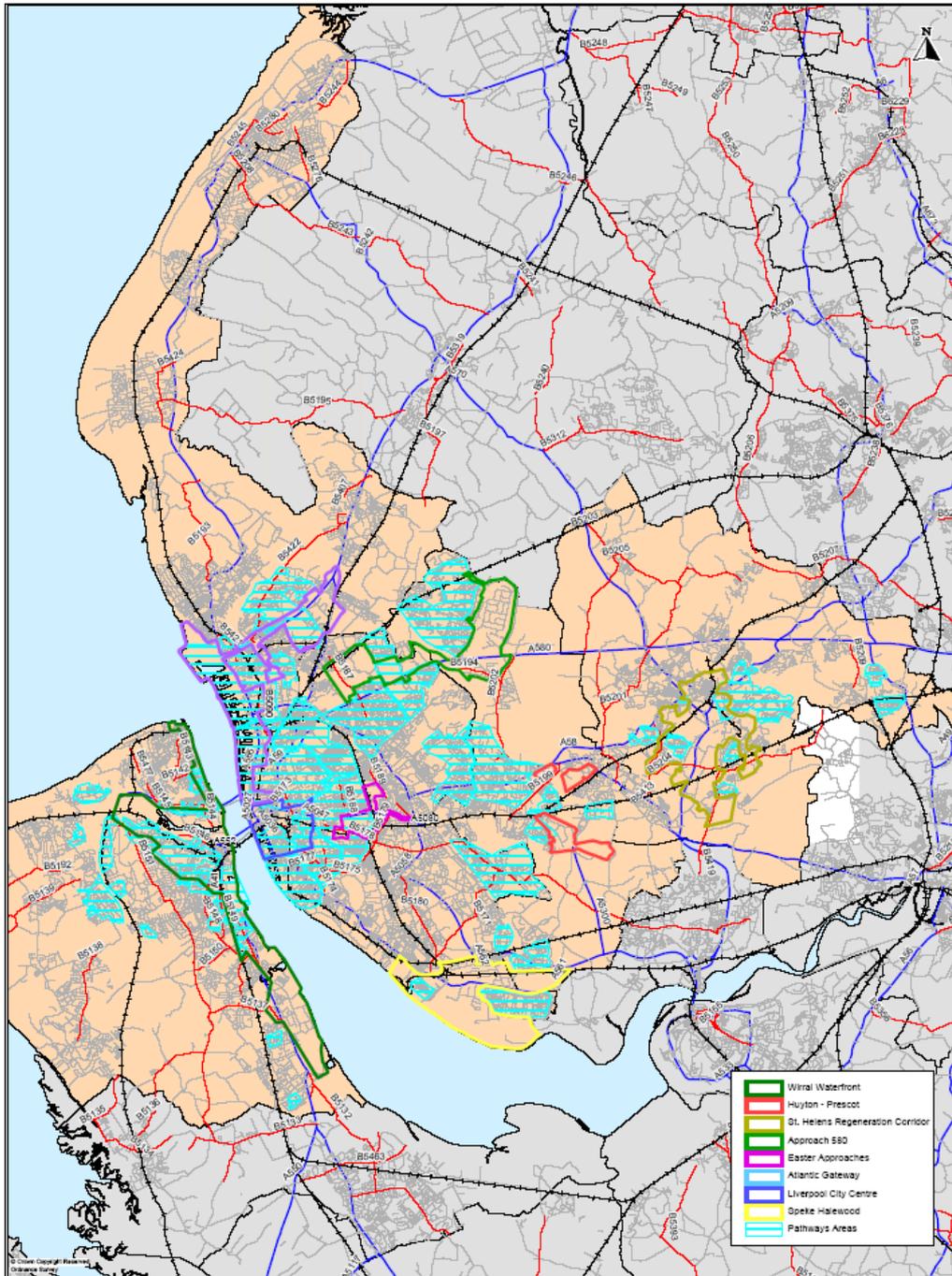
Map 4-1: New Employment Sites



Source: NWDA

6.90 In addition to the identified development areas, the City Centre, Liverpool John Lennon Airport and the Mersey Ports are forecast to be key economic drivers for the region, and major physical development is planned for all three areas.

Map 4-2: SIA and Pathway areas



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Future Economic Prospects

- 6.90 The detailed analysis has shown that the prospects for growth in the short-term to 2010 are very favourable, given the major projects that are underway or are expected to be underway shortly. However, most of these projects are 'sites and premises' in nature, and may not change fundamentally the underlying prospects for the City Region's employment sectors. Employment growth in the longer term is therefore less clear.
- 6.90 In the short term (i.e. to 2010) almost half the additional jobs created are in Liverpool city centre, as this is where the bulk of the major projects are located. In the long term, the outlook for additional employment growth in the centre is less strong, with the largest increases (both absolute and percentage) likely to be in Halton, Chester, Warrington and St Helens.
- 6.90 The underlying trends in the type of employment opportunities in the LCR are towards increasing the number of high-level occupations, and reducing the overall demand for the other occupations, particularly for less skilled occupations sectors. There is therefore a major potential issue in that the strength of job growth may not be matched by the skills on offer locally.
- 6.90 These conclusions are important for the LTP. They point to:
- Continuing job growth in the City Centre, at least in the short term.
 - Longer term growth in the wider City Region.
 - The continuing need to support disadvantaged areas by providing transport to access employment.

Liverpool John Lennon Airport

- 6.90 Figure 4-2 illustrates projected growth of Liverpool John Lennon Airport

Figure 4-1: Projected Passenger Growth at LJLA

| Year | Passengers |
|------|------------|
| 2006 | 5.3m |
| 2008 | 6.5m |
| 2011 | 8m |

(Needs checking)

The Mersey Ports

- 6.90 Both the Northern Way and NWDA are formulating wider Ports strategies which are anticipated, to support improvements to the Port of Liverpool. The NWDA's Consultation Draft – England's Northwest Regional Economic Strategy, has identified transport and infrastructure improvements to access the Port of Liverpool as one of the crucial issues to be addressed.
- 6.90 The Port of Liverpool handled nearly 32m Tonnes of freight in 2003 and non pipeline freight was distributed as shown in Figure 4.3:

Figure 4-2: Port of Liverpool Freight distribution by Mode

| Mode | Tonnage |
|--------------|---------------|
| Road | 14.5mT |
| Rail | 3.4mT |
| Water | 0.1mT |
| Total | 18.0mT |

(Needs checking – details from Ports Report)

6.90 Predictions for growth in Non Pipeline Freight up to 2016 range from:

- Current Growth Trend: +38% to 23.2mT
- High Growth Trend: +64% to 27.4mT

The Higher Growth Trend is based on higher growth in Container Terminal and Ro Ro Freight and Bulk Coal movement. (Source: *Port Access Study 2004 – Economic Appraisal*).

6.90 The majority of projected growth in container traffic relates to current proposals for the new Seaforth Triangle Deep Sea River Terminal. It is predicted this will generate in the region of 1450 additional HGV movements each weekday.

6.90 A final assessment of the daily patterns of vehicle movement was also made as part of the scoping assessment. This showed that on an hourly basis, the peak hour for the container terminal was between 16:00 and 17:00

Other Planned Key Developments

6.90 Figure 4-4 below sets out some anticipated major local developments that will have an impact on transport demand.

Figure 4-3: Anticipated major events on Merseyside

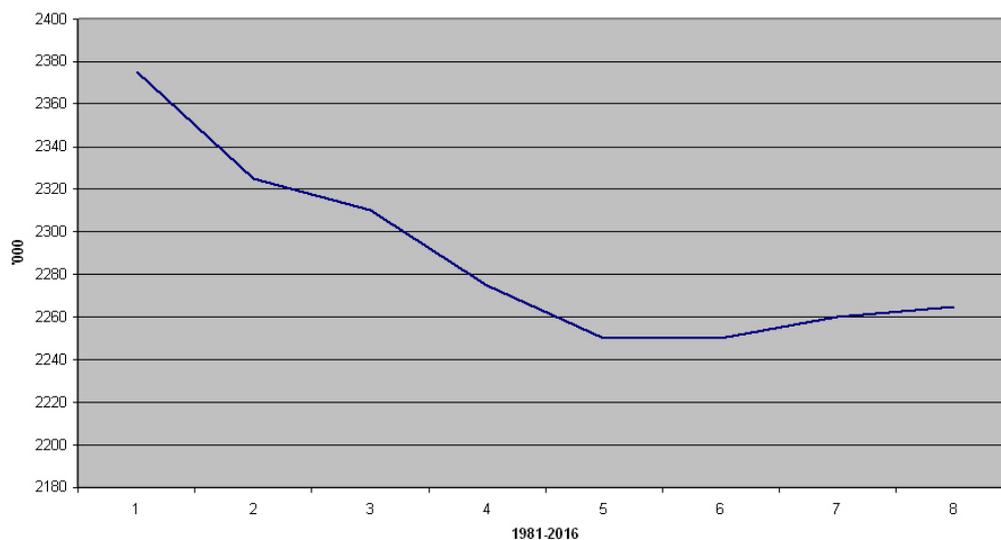
| Year | Event | District |
|------|--|-----------|
| 2006 | Golf Open, Hoylake | Wirral |
| 2007 | City 800 th Birthday | Liverpool |
| 2007 | Opening of new Anfield | Liverpool |
| 2008 | Capital of Culture | |
| 2008 | Paradise Street Development Opens | Liverpool |
| 2008 | King's Dock Open | Liverpool |
| 2008 | Golf Open, Birkdale | Sefton |
| 2009 | Deep Water Terminal at Seaforth opens | Sefton |
| 2010 | New Airport Terminal | Liverpool |
| 2013 | New Royal and Alder Hey Hospitals open | Liverpool |

Needs Checking

Demographic Trends

6.90 Figure 4-5 shows that the population in the Liverpool City Region (LCR) has been on a downward trend over the 1980s and 1990s. Recently however there are signs that the population may have begun to stabilise. In particular, Liverpool has seen its population levels change little since 2003.

Figure 4-4: Population in the Liverpool City Region



Source: ONS

6.90 This improved picture coincides with improvement to the areas economic performance. Figure 4-6 shows that population could begin to rise modestly, although the strongest growth can be expected outside Merseyside.

Figure 4-5a: Population in the Liverpool City Region

| Area | Population ('000) | | | | |
|-----------------------|-------------------|--------|--------|--------|--------|
| | 1981 | 1991 | 2001 | 2010 | 2020 |
| Knowsley | 173.7 | 155.1 | 151.3 | 147.5 | 144.5 |
| Liverpool | 516.7 | 475.5 | 441.9 | 437.3 | 438.1 |
| St Helens | 190.8 | 180.1 | 177.0 | 172.6 | 167.8 |
| Sefton | 300.2 | 293.1 | 283.4 | 278.2 | 276.2 |
| Wirral | 340.3 | 334.2 | 315.0 | 314.9 | 319.7 |
| Liverpool City Region | 2373.0 | 2311.1 | 2257.7 | 2259.8 | 2276.4 |

Figure 4-6b: Population change in the Liverpool City Region

| Area | % Change Per Annum | | | |
|-----------------------|--------------------|---------|---------|---------|
| | 1981-91 | 1991-01 | 2001-10 | 2010-20 |
| Knowsley | -1.1 | -0.2 | -0.3 | -0.2 |
| Liverpool | -0.8 | -0.7 | -0.1 | 0.0 |
| St Helens | -0.6 | -0.2 | -0.3 | -0.3 |
| Sefton | -0.2 | -0.3 | -0.2 | -0.1 |
| Wirral | -0.2 | -0.6 | 0.0 | 0.2 |
| Liverpool City Region | -0.3 | -0.2 | 0.0 | 0.1 |

Source(s): ONS and Cambridge Econometrics.

Housing

- 4.26 The interaction between demographic and economic trends has significant implications for housing markets and it is widely understood that weaknesses in housing markets have a significant impact on economic prosperity. Within the Liverpool City Region, there is a notable North/South divide within housing markets with renewal and regeneration needs largely to the north and affordability concerns to the south. The Liverpool City Region Development Programme includes the intention to develop a Liverpool City Region Housing Strategy, which will aim to identify and assess housing markets across the City Region, develop co-ordinated planning approaches to address both low demand and affordability concerns, address the softer 'liveability issues' around environmental quality, access and neighbourhood management and renewal and ultimately providing a housing and residential offer, which is appropriate for both existing and potential residents.

On Merseyside, future housing growth is likely to be dominated by:

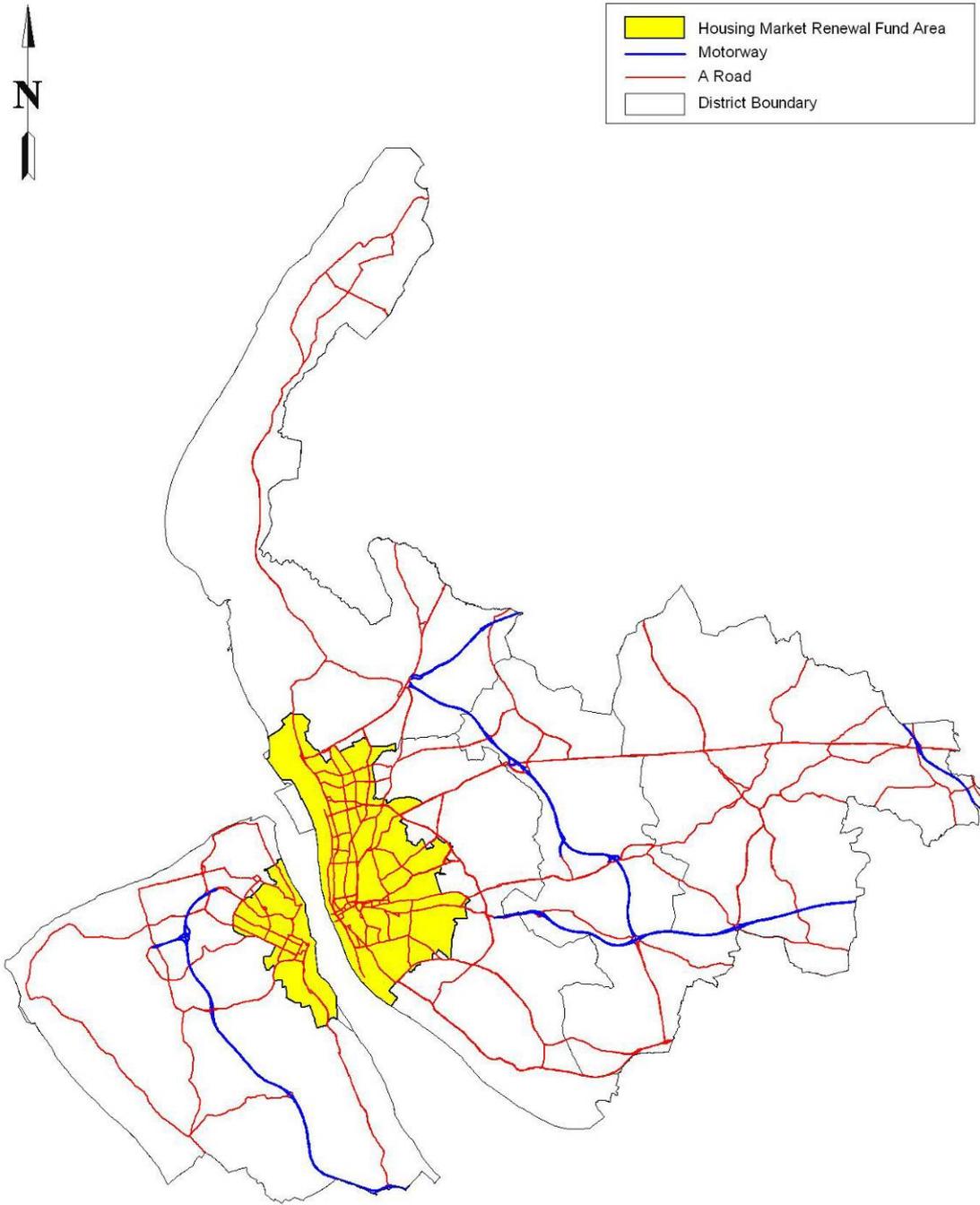
- City Centre living in Liverpool:
(text as current version)
- The NewHeartlands Housing Market Renewal Pathfinder. The extent of this area is shown by Map4-3. The programme embraces 130,000 homes and a population of 252,000.

Development in these areas is supported by Draft RSS priorities.

Within Merseyside, there are other areas outside the Pathfinder suffering from similar problems of low demand, and lack of environmental quality, although not to the same level of severity. Programmes are in place or being developed to address these with particular examples including North Huyton and Kirkby. The Liverpool City Region Housing Strategy will identify areas of low demand and develop a programme of actions to address this. The Strategy is at an early stage with key findings likely to be published in 2007.

Finally there are strong markets towards the periphery of the sub-region in South Liverpool, West Wirral and North Sefton, but major future development is not expected in these areas due to the adoption of restraint policies aiming to focus development towards areas of low demand and in need of regeneration. These areas traditionally rely on higher levels of car ownership so public transport accessibility may be an issue.

Map 4-3: New Heartlands HMRI



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4.27. Work undertaken on behalf of New Heartlands suggests:

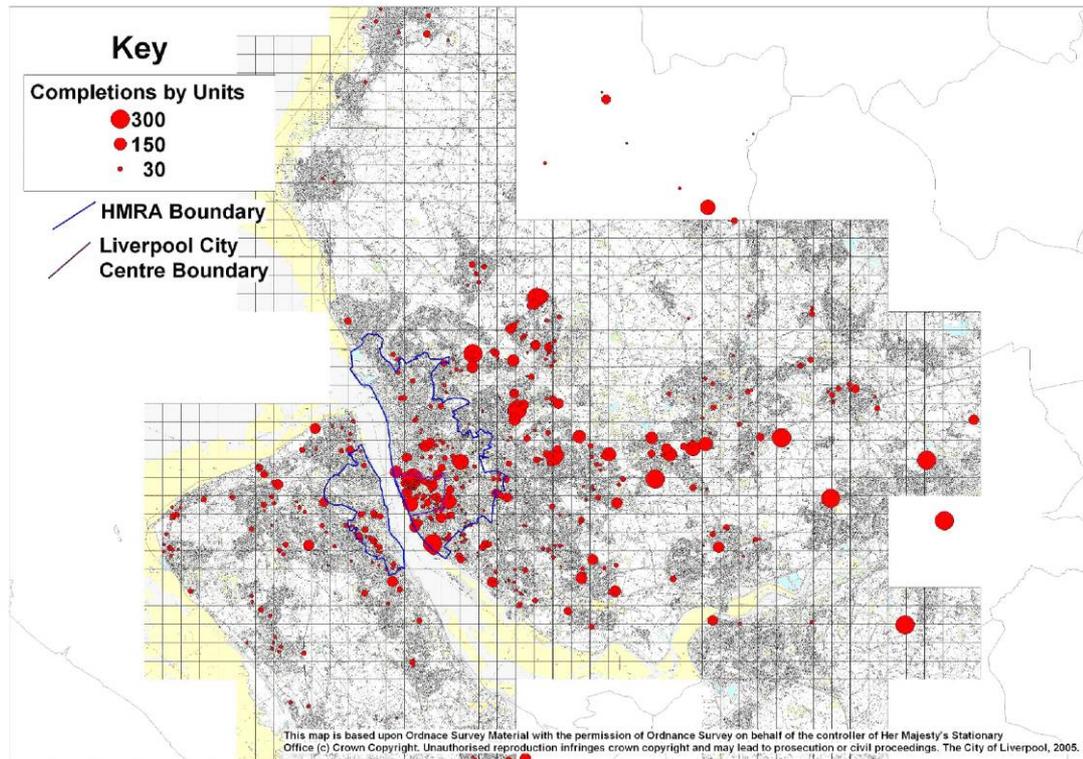
- Levels of disadvantage and worklessness are at high levels within the HMRI area.
- If Merseyside wishes to capture economically active groups (thereby further stabilising population and increasing wealth) then it will need to diversify its housing offer. Otherwise out migration to areas such as Warrington will continue, which in time may impact upon commuting patterns.
- Changes in numbers of households will also be characterised by smaller household size.
- The implementation of HMRI will have significant land use implications.

Implications of trends in population and housing

4.28. The New Heartlands research has shown that there are relatively new forces at work shaping the urban environment and housing markets of Merseyside.

4.29. The new economy is stimulating new markets for housing. These markets are clustered around the City Centre and the peripheral areas where market restructuring is already underway. ***'These areas of growth complement the more established markets for new build housing which have traditionally been, and continue to be, located near the major sub-regional transport infrastructure.'***

4.30. Maps 4-4 and 4-5 below, illustrate the spatial distribution of housing development within the City region. The spatial distribution of developments that were completed over a five year period between 1998 to 2004 suggests that the demand for new housing supply has tended to take place along the main transport networks with an East –West (M62) axis emphasis. This runs from the Wirral through central Liverpool towards St Helens and Warrington. Along this axis the largest concentration of new developments has taken place, with some of the largest housing developments of 150 plus units. Liverpool City Centre, parts of Knowsley and St Helens and Warrington all display evidence of such development activity.

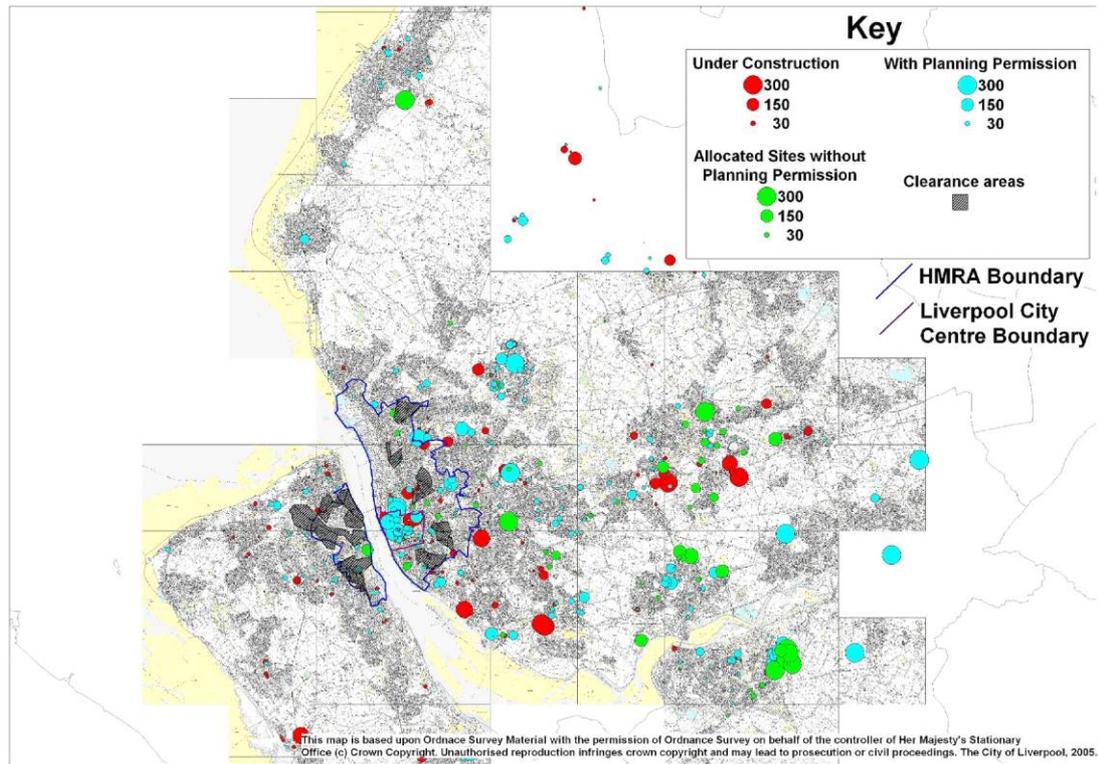
Map 4-4: Housing Completions since 1998

(Source: HMRI)

4.31. With regards to the North-South axis, a concentration of development has taken place along the M57 axis. Moving further eastwards there has been a concentration along the M6 axis and sphere of influence, this again reflects the level of development that has taken place in St Helens and Warrington. In Liverpool there is a notable clustering in the City Centre and the Waterfront, South Liverpool and parts of the Eastern Fringe, where there has been a concentration of development in excess of 150 units. Some activity is evident in parts of Halton, North Sefton and the Wirral.

4.32. Considering the future housing supply it can be seen that the market for new build housing is clearly showing a relationship to the previous areas of strong demand and this is being mirrored in terms of future supply. Developments which are currently under construction or have obtained planning consent are focused to the east-west axis, along the M62 and M56 corridors. Substantial levels of potential activity are to come forward in central Liverpool (again the City Centre), Knowsley, St Helens, Warrington and Halton. Looking at the north south axis, potential new build activity is mirroring the spatial distribution of completed developments. Potential new build development activity is taking place eastward out towards the M6 corridor area and along the north-south axis of the eastern fringes of Liverpool, south Liverpool and Knowsley.

Map 4-5: Potential New Housing



(Source: HMRI)

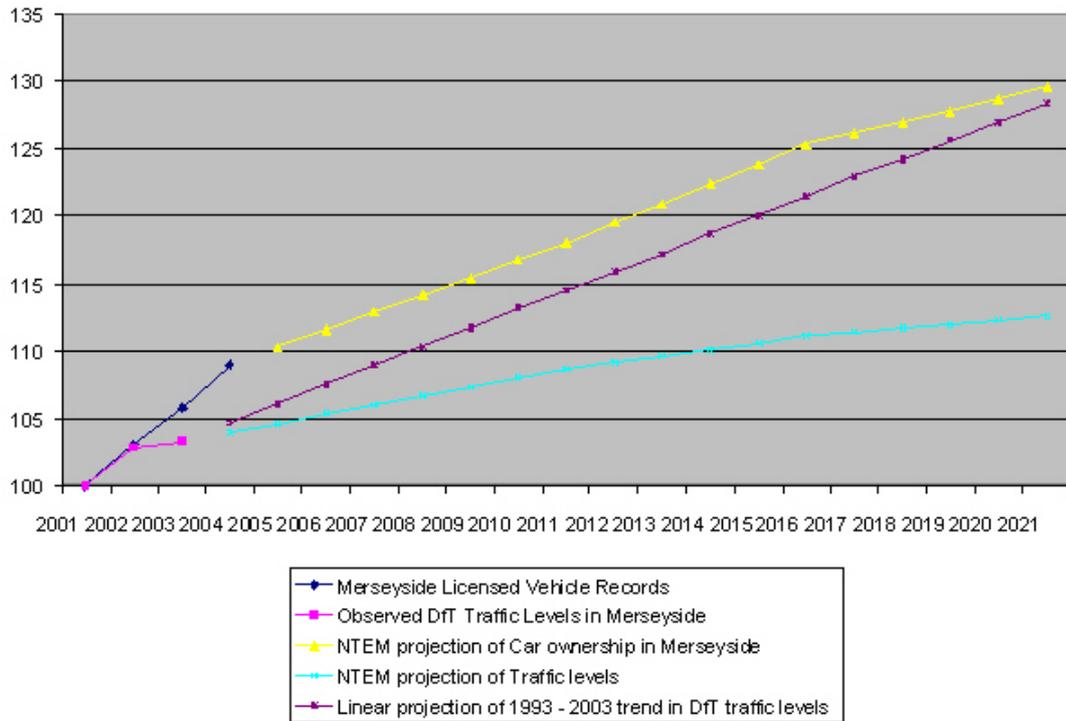
4.33. There is a specific issue in relation to North Liverpool. Given the population and demographic projections and the current household supply the report states that it is inconceivable that population and household densities in North Liverpool **as a whole** can be returned to conventional inner city levels, over the next two decades. Using best practice from the UK and abroad, *there should be a strategy for environment, employment, transportation, health and the provision of local authority services.*

Housing is a critical element in underpinning Merseyside’s economic and social regeneration. There will be continuing review through the work of the HMRI and further research is planned. Chapter 9 set out in more detail how this will be accommodated within the review and monitoring of this plan.

Car Ownership and Traffic Growth

4.34. Figure 4-7 below shows the range of projected traffic levels based on increasing car ownership. These may well be subject to accelerating trends dependent upon the changing economic and demographic projects outlined in this chapter.

Figure 4-6: Car Ownership and Traffic Growth - Trends and Forecasts



(Add in results from MSM)

Assessing the Impact of Change - Summary

Key Issues for LTP2

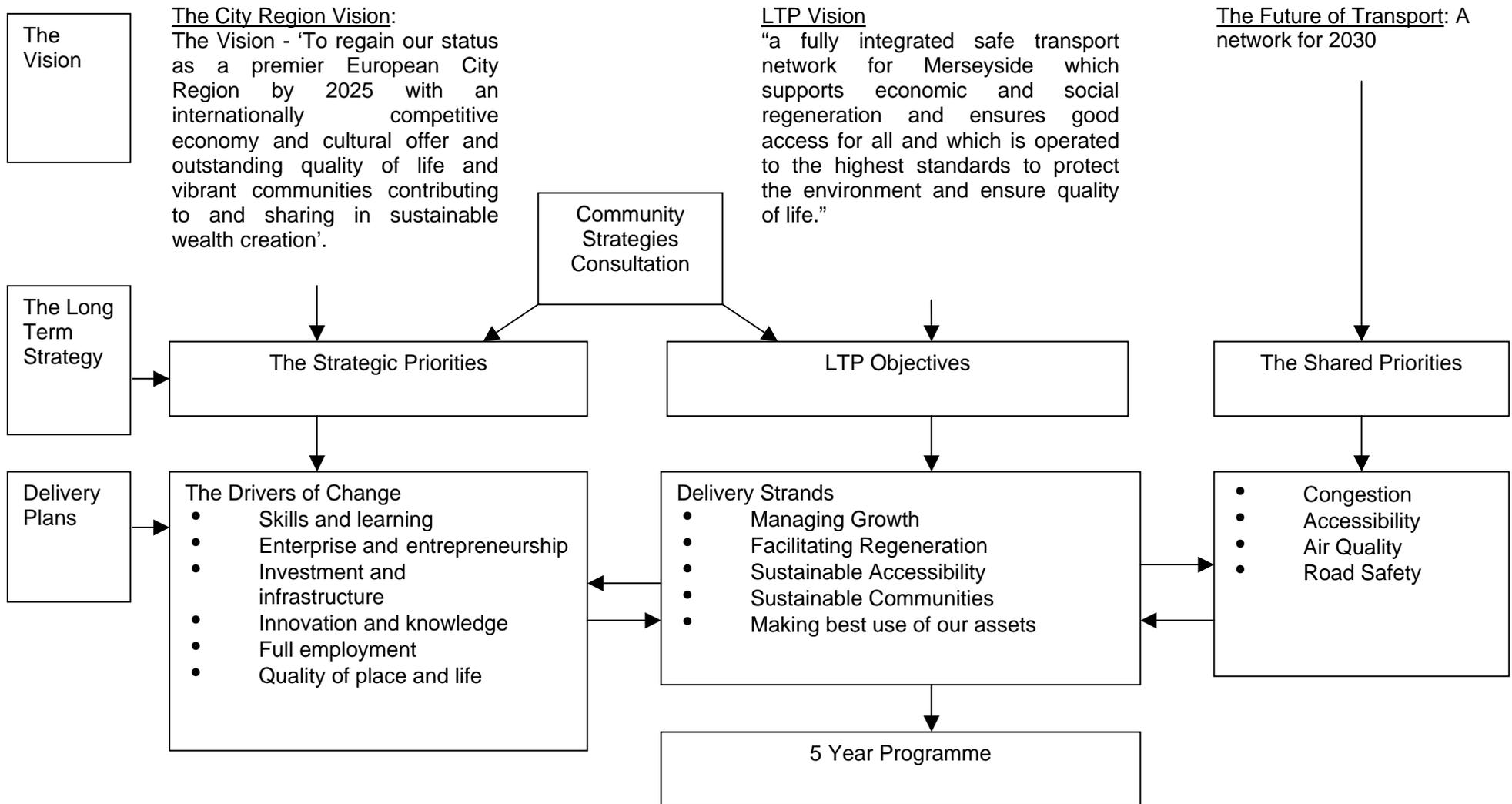
- The LCRDP report states '*the location of future jobs growth does not correspond that closely to patterns of population growth*'. On this basis closer examination will be undertaken within the Access Plan of the evidence of population and household growth and jobs creation, to examine the need for targeting new and improved links and for active promotion of public transport (**This issue is discussed further in Chapters 6 and 9**).
- Population growth appears to be in well defined corridors and locations, which the New Heartlands report states '*have and will continue to be located near the major sub-regional transport infrastructure*'. Capacity issues will be examined particularly in relation to Merseyrail and the City Line
- The City Centre is likely to be the principal focus of job creation over the lifetime of the LTP. This presents challenges in terms of managing increasing commuting particularly by car and issues of congestion, and opportunities in terms of growing public transport and sustainable travel (**These issues are discussed further in Chapters 6 and 7**).
- There are clear signs of polarisation in job opportunity and residential area leading to greater requirements to travel. There are particular concerns in relation to disadvantaged areas where travel opportunity may be more constrained. These travel restrictions may exacerbate worklessness. (**These issues are discussed in Chapter 9**)
- Overall housing and employment patterns will have implications over a number of policy areas, ranging from possible longer distance commuting to the provision of socially necessary bus services (further examination will be undertaken and monitored within the Access Plan – **see Chapter 9**).
- The upward trend in car ownership may be exacerbated by faster economic growth and the rise in single occupier homes, but the increase in City Centre living offers scope for car free areas or car clubs (**these are examined further in Chapters 6 and 7**).
- A range of supporting measures will be required for Capital of Culture and other large special events.

5. DELIVERING THE LTP

The Delivery Plan

- 5.1. In this chapter we describe how we have linked our vision and objectives to the key issues that have emerged from our analysis of the current Merseyside position.
- 5.2. We have in turn linked our objectives to the programme for investment that is available to us through the indicative financial allocations and set out targets for delivery that we believe are both realistic and challenging, where appropriate, and most suitable for Merseyside and as our contribution to the 'shared priorities'.
- 5.3. The role of the Merseyside LTP as a key enabler to the wider strategies relating to the City Region Development Plan and the regional 'family' of strategies cannot be over-estimated. In recognition of this, the LTP partnership has set out the programme for delivery in a way that closely links to our partners aspirations.
- 5.4. Figure 5-1 illustrates this approach.

Figure 5-1: Aligning LTP with regional and national priorities

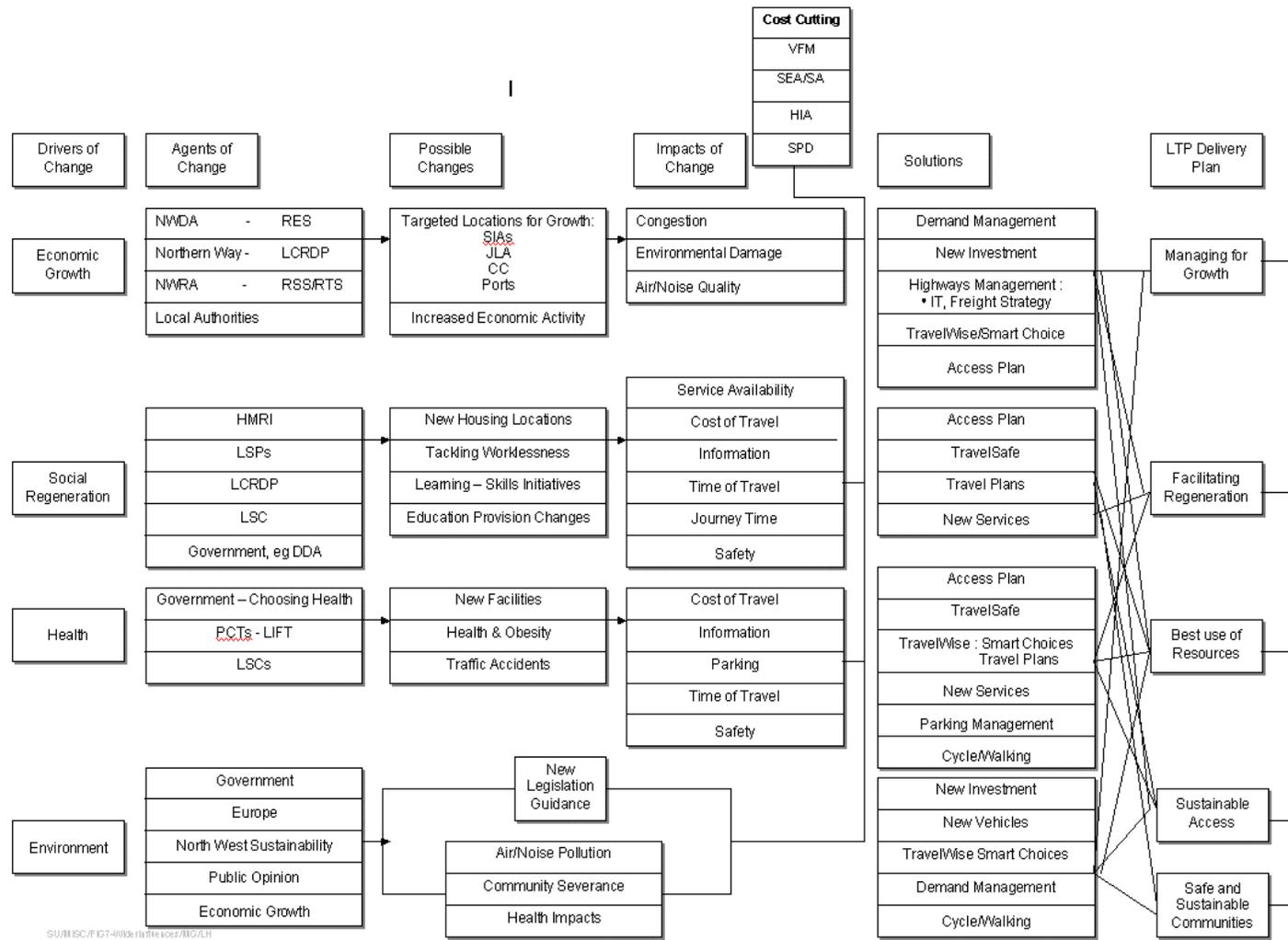


5.5. Managing Expectations

Target setting has been closely linked to programme prioritisation and performance management regimes (which are described later).

There are, as has been highlighted in earlier chapters, a great many demands bearing down on the LTP. Figure XX summarises these.

Figure XX: Summary of External Influences on the LTP



These changing demands have to be accommodated within the context of addressing the shared priorities and reinforce the need for constant review and monitoring. **(This is discussed further in XX).**

Current examples on Merseyside include:

| | | |
|---|--------------|---|
| • | Local change | Possible large scale provision of new health facilities including major new hospitals at the Royal Liverpool and Alder Hey sites. |
| | | Changing housing provision through the New Heartlands HMRI. |
| • | Regional | Changing demands arising from RES, RTS and RSS. |
| • | National | Import of Patient Choice and schools choice on demand for public transport. |

In seeking to maintain the ideal balance, it is clear that there are a number of sometimes conflicting pressures on the outcome of the final LTP. Most noticeably are political decisions made at national and local level, but increasingly at regional level.

For good reason, the economic regeneration of Merseyside, the creation of jobs and increasing wealth remain overriding considerations. The view remains that the local economy remains fragile to overt demand management measures to restrict car use. It is hoped that the advent of TIF, with a wider debate on the linkages between productivity efficiency and congestion, linked to appropriate transport investment, will create a more reasoned climate for debate on this issue.

This tension spreads into areas such as housing development and locational choice for health facilities. The future location of the Royal Hospital currently based in the City Centre and therefore easily accessible to some of the unhealthiest communities in the UK is actively considering moving to less accessible sites, because of a range of other influences that do not apparently yet recognise the potentially huge cost in transport terms of any re-location.

At the present time, however decisions on investment and development are still largely taken without due regard to transport impacts. In this sense the proposed Merseyside transport SPD is seen as crucial, but even with planning authorities it is not considered that proper due regard is given to transport and land use linkages.

In considering the most appropriate investment programme for the Merseyside LTP these external influences impose a wide range of pressures on the transport system that are largely outside the control of the LTP Partnership, and which can only be affected by debate and partnership, but ultimately to stronger government guidance.

As noted above planning and development decisions, combined with increasing wealth and declining costs of motoring are likely to increase traffic growth. To counter this, the policy levers within the transport field are limited, and the debate on capital and revenue remains an important consideration. For example we have decided that the active promotion of sustainable travel and better land use planning are key areas for the next LTP period. Clearly these are largely revenue driven. In the same way, issues such as the relocation of a large hospital or other requirements defined through the Access Plan will potentially impose costs on the revenue support budget for supported bus services.

The Merseyside Bus Strategy, (MBS) will set out a programme of infrastructure and highway improvements to aid bus operation, in support of the policies laid out in the Strategy. But, the MBS will not, other than through partnership and persuasion be able to directly influence key LTP targets relating, for example to age of bus fleet, and environmental quality, particularly in relation to air quality.

Equally, further development of the Park and Ride strategy is likely to be hampered by rising land costs, but also the limited willingness or capacity of the rail sector to increase already crowded trains either through more rolling stock or engineering solutions such as signalling. Trends in housing provision suggest that there will be increasing expansion in the eastern corridor from Liverpool towards St. Helens and Wigan This is also the M62 corridor. Our ability to increase Park and Ride here for the reasons set out above is likely to be limited in the short term.

Awareness of the constraints imposed on the ability of the LTP and a clear view of the particular requirements for Merseyside have led to the suggestion that the key targets for the second LTP should be those set out in Table 5. It has also helped shaped the capital investment programme by focussing on those areas where the investment can have the greatest impact and influence on the balanced transport network.

Some of the main issues are summarised below.

| Proposals and Solutions | Constraints |
|---|--|
| Improved rail services - increased capacity | Outside Merseyrail Electrics – difficult to mobilise new resources. TOCs for Network Rail. |
| Improved bus services - quality/frequency - service destination | Reliant on bus operators. |
| Reducing need to travel | Developments within Merseyside still largely developed lead in terms of location and statements. Proposed SPD should help. |
| Congestion Management | Limited centrally by local government. |
| Improved street lighting | Liverpool City Centre. Rising power prices. |

(Note: This will need changing/withdrawing depending on views).

These must necessarily form an element of our overall risk management strategy and programme prioritisation. Table X links our objectives programme and targets.

The Strategic Environment Assessment (SEA) and Health Impact Assessment (HIA)

This is a summary of the report that has been produced as part of a Strategic Environmental Assessment (SEA) and Health Impact Assessment (HIA) of Merseyside's Second Local Transport Plan (LTP) 2006 to 2011. The entire SEA and HIA Report is available for download from www.transportmerseyside.org.

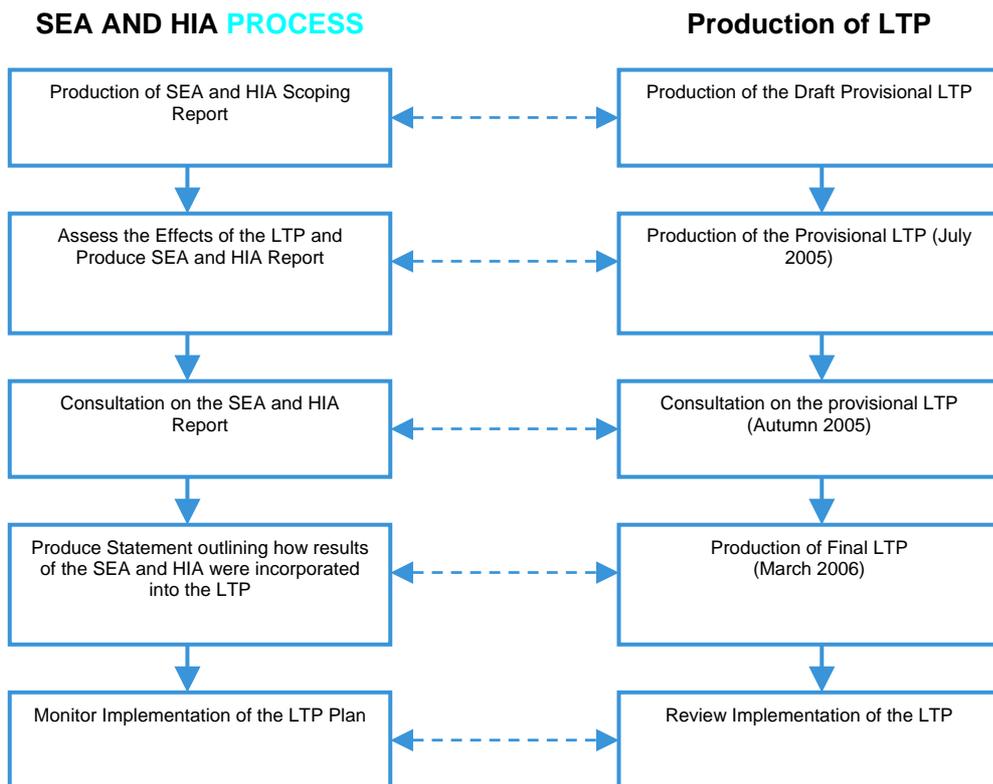
The Strategic Environmental Assessment (SEA) and Health Impact Assessment (SEA) were carried out in parallel to, and have interacted with, the development of Merseyside LTP. This was to ensure that any potential adverse effects that the LTP may have on the environment or human health were identified and addressed, or removed, prior to its publication. It also allowed opportunities for environmental and health improvements or enhancements to be incorporated into the Local Transport Plan as it was developed.

The SEA (and HIA) method is split into a number of stages. These stages include:

- Stage A:** Describing the current environment, and state of human health, within Merseyside
- Stage B:** Consulting with the Environment Agency, English Nature, English Heritage and the Countryside Agency to identify issues and check that all the information collected in Stage A is correct
- Stage C:** Assessing the effects that the Local Transport Plan will have on the environment and human health. The results of the assessment are presented in a SEA and HIA Report
- Stage D:** Consulting the public and other interest parties on the SEA and HIA Report; incorporating results of the SEA and HIA Report and subsequent consultations into the Final LTP; and producing a statement outlining how the results of the SEA and HIA were incorporated into the Final LTP.
- Stage E:** Monitoring the effects of implementing the LTP

A complete list of the requirements of the SEA Directive is presented in Appendix of the full SEA and HIA Report.

The following flow diagram illustrates the links between the LTP, SEA and HIA



Provisional LTP Programme

The second Merseyside LTP illustrates strong continuity of the robust and relevant policies contained in the first LTP, adapting where necessary for Merseyside's changing circumstances.

The objectives of the Merseyside LTP form the framework of the five year delivery programme.

MANAGING GROWTH:

It is essential to manage the increased demand for travel, and especially traffic growth, associated with Merseyside's continuing regeneration. The main elements of this part of the LTP programme include:

- Developing high quality public transport
- Managing freight movement
- Improving the highway at key locations
- The Travelwise programme for supporting more sustainable travel
- Parking management
- Liverpool City Centre Movement Strategy

FACILITATING REGENERATION:

Maintaining Merseyside's social and economic regeneration is a priority and the LTP includes several measures designed to support further regeneration, including:

- Support for tourism initiatives and coach parking
- Improvements to public realm
- Improved access to key locations such as the Strategic Investment Areas
- Improved access to the Ports and Liverpool John Lennon Airport

SUSTAINABLE ACCESSIBILITY:

Accessibility to jobs and employment opportunities, to education and training, and to health care is a key national and local priority. The main elements of this part of the LTP programme include:

- Single Integrated Public Transport Network
- Improving the quality and coverage of the bus network.
- Merseytram network
- Rail station improvements, especially in priority locations such as Housing Market Renewal Initiative areas
- More and better information, marketing and ticketing
- Updated walking and cycling strategies and improved facilities for walking and cycling
- Provisions for people with impaired mobility

SUSTAINABLE COMMUNITIES:

As well as providing improved accessibility, the transport system has an important role in affecting the safety and security of local neighbourhoods and their environmental quality. The LTP programme includes measures targeted at these issues:

- Measures to improve road safety, particularly in disadvantaged areas.
- Continuing the TravelSafe initiative on the public transport network.
- Measures to manage and reduce noise and air pollution
- Targeted measures to improve amenity and safety e.g. improve street lighting in and around transport hubs
- Further examination of the transport impacts on disadvantaged communities

MAKING THE BEST USE OF OUR EXISTING RESOURCES:

There is an extensive existing transport network on Merseyside, which has received considerable investment during the first LTP period. This network needs to be maintained well to get the best use from it, so the LTP programme includes measures such as:

- Targeted approach to highway maintenance, taking account of the road hierarchy
- Developing a Transport Asset Management Plan
- Develop area traffic control and intelligent transport system capabilities to improve existing traffic management
- Develop the Strat-E-Gis system database mapping system to enable better management and targeting of resources

SEA AND HIA OBJECTIVES

Strategic Environmental Assessment (SEA) and Health Impact Assessment (HIA) objectives are statements that define what the LTP should seek to achieve in terms of environmental protection and human health.

The SEA and HIA objectives are a key part of the assessment process. They are used to determine whether the Local Transport Plan will have positive or adverse effects on the environment or human health.

HOW WERE THE SEA OBJECTIVES DEVELOPED?

The Merseyside Local Authorities (together with Halton BC), the Environmental Advisory Service (EAS) and the Government Office North West set up a task group to direct how SEA is being used across Merseyside. The task group developed a common set of objectives that could be used across Merseyside to assess the sustainability of a variety of different plans and programmes. The SEA objectives used to assess the Merseyside LTP were selected from this set of Merseyside Sustainability Appraisal objectives.

The SEA objectives that were selected to assess the LTP are presented below.

SEA OBJECTIVES

- To use energy, water and mineral resources prudently and efficiently and increase energy generated from renewable sources
- To minimise the production of waste and increase reuse, recycling and recovery rates
- To reduce poverty and social deprivation and secure economic inclusion
- To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets
- To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance
- To protect, enhance and manage the local character and accessibility of the landscape across the sub-region
- To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters
- To protect, and where necessary improve local air quality
- To protect, manage, and where necessary, improve local environmental quality
- To improve health and reduce health inequalities
- To improve safety and reduce crime, disorder and fear of crime
- To provide good quality, affordable and resource efficient housing
- To improve local accessibility of goods, services and amenities and reduce community severance
- To reduce the need to travel and improve choice and use of more sustainable transport modes
- To mitigate and adapt to climate change including flood risk
- To protect, manage and restore land and soil quality

How were the HIA Objectives Developed?

The Health Impact Assessment (HIA) objectives are used to assess the effects that the Local Transport Plan would have on human health. The HIA objectives were selected from a wide set of health objectives that were developed to assess a variety of plans across Merseyside.

The HIA objectives that were selected to assess the LTP are presented below:

HIA OBJECTIVES

- To reduce poverty and social deprivation and secure economic inclusion
- Maintain high and stable levels of employment and reduce long-term unemployment
- To support voluntary and community networks, assist social inclusion and ensure community involvement in decision making
- To improve educational attainment, training and opportunities for lifelong learning and employability
- To provide a positive, safe and healthy environment for children
- To improve physical and mental health
- To promote healthy lifestyles
- To reduce health inequalities
- To reduce the levels of deaths and injuries due to accidents
- To reduce crime, disorder and fear of crime
- To provide good quality, affordable and resource efficient housing
- To provide fair, equitable access to health, social and welfare services
- To improve local accessibility of goods, services, and amenities and reduce community severance
- To reduce the need to travel and improve choice and use of more sustainable transport modes
- To protect, and where necessary, improve local air quality
- To protect, manage and, where necessary, improve local environmental quality
- To protect and enhance the accessibility of local landscapes and open spaces

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The following is a summary of the results from the Strategic Environmental Assessment (SEA) and the Health Impact Assessment (HIA). Full details of the method used to assess the LTP and the results of the assessments are presented in the full SEA and HIA Report.

The sections of the Merseyside LTP that were assessed as part of the SEA and HIA were the 'programmes for action' and 'major schemes'.

An overview of the main findings of the SEA and HIA is presented below.

Summary Results from the Assessment of the LTP Programmes for Action

If successfully implemented the 'programmes for action' will have the following benefits on the environment, local population and human health:

- Improved efficiency, safety and accessibility of public transport. This will significantly improve air quality, local environmental quality, road safety, human health, climate change and improve access to services, facilities and employment.
- Promoting walking and cycling as healthier travel alternatives (e.g. TravelWise). This will have greatest benefits on human health, air quality and climate change.
- Promoting Merseytram (Lines 1, 2 and 3). This will improve access to employment and key local services for residents of 12 of the 38 Merseyside Pathway Areas. The tram scheme will also increase the choice and use of more sustainable modes of transport.
- Promoting Park and Ride schemes. This will provide better access to more sustainable modes of transport.
- Reducing freight movements within the City Centre. This will have benefits on local air quality and road safety.
- Implementing the road hierarchy. This will support economic growth and promote the use of public transport by prioritising routes to enable the more efficient movement of freight and public transport.
- Improved road safety. Road safety will be improved by promoting driver awareness schemes and the use of pedestrian and cyclist education programmes as well as working with Merseyside Police to address the problems of drink driving, dangerous driving, speeding and driving while using a mobile phone.
- Promoting the use of renewable energy in transport infrastructure such as street lighting and road signs
- Promoting landscape and biodiversity improvements on railway and highway land, footpaths and cycleways

Possible significant negative effects on the environment, local population and human health include:

- The development of the Liverpool Ports and Ferry Terminals may have negative effects on the River Mersey sites of ecological importance (Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar (Wetland of International Importance) Site)
- The construction of Park and Ride schemes may have negative effects on biodiversity, landscape, local environmental quality (noise) and increase the risk of flooding.

Proposed LTP Improvements

- Improve the effectiveness of Park and Ride schemes by utilising the existing road network as well as the rail network. This could be achieved by maximising the improved priorities for buses.
- Ensure ticketing and marketing initiatives focus on providing better information about

public transport to the private car users as well local residents that do not have access to a car.

- Promote the health benefits of walking and cycling to the private car users as well as local residents currently experiencing poor health, or living in areas of high social deprivation.
- Develop a cycle network infrastructure that would benefit local people and commuters
- Improve road safety by implementing a Speed Management Strategy

Conclusion

Based on the results of the SEA and HIA the following conclusions have been made:

SEA and HIA Results

- Overall the assessment concluded that the LTP will have mainly positive effects on the environment and health of Merseyside. However, for the positive benefits to be realised the assessment assumes that the LTP is successfully delivered all at the right time.
- The majority of programmes for action will have positive effects on the SEA objectives relating to economic inclusion, access to jobs and services, local air quality and sustainable modes of travel. This will be as a result of improved public transport and a reduction in congestion.
- Some programmes for action will also positive effects on human health and road safety. This will be achieved by promoting walking and cycling and reducing congestion.
- The majority of the positive effects on health identified by the HIA are linked to the programmes for action that promote walking and cycling (increased physical activity).
- The major schemes will have short term positive effects on air quality, local environmental quality (noise), road safety, human health, accessibility and economic inclusion.
- There are a number of areas of concern that have been highlighted, primarily associated with the provision of new and improved transport infrastructure, associated land-take and uncontrolled traffic growth.
- The programmes for action relating to development of the Liverpool Ports will potentially have adverse effects on biodiversity due to the nature conservation value of the Mersey Estuary
- The major schemes aimed at improving traffic flow, reducing congestion and increasing road capacity to support economic growth may give rise to future increases in traffic and subsequent congestion. This would have a long term adverse effect on air quality, local environmental quality and human health.
- Land take associated with the Park and Ride schemes and link road proposals will potentially have adverse effects on biodiversity, landscape, cultural heritage, local environmental quality, (noise) air quality, land and soil quality and flood risk.
- The Liverpool John Lennon Airport Eastern Link scheme was identified as potentially having adverse effects on health due to reductions in local air quality, increased noise levels, reductions in road safety and community severance by increasing road traffic.

- Another concern is that some schemes may deliver benefits in terms of wider economic regeneration but disbenefits in terms of the health and environment of the communities through which they pass.

Implications for LTP

- If implemented successfully the LTP programmes for action will be vital for improving the public transport network of Merseyside, improving access to services and employment for residents that do not have access to a car, promoting healthier lifestyles and managing the flow of traffic to reduce congestion.
- However it has to be accepted that there is likely to be a time delay between building the infrastructure to support regeneration which will lead to increases in travel demand, and the implementation of improved public transport and other measures to address travel demand. The issue is how to deal with this risk.
- It is clear that there is a need to address the balance between accommodating traffic growth and restraining growth in private car use. The impacts on social, environmental and health objectives clearly depend on volume of traffic. Therefore to ensure positive health and environmental impacts are delivered the increased travel demand brought about through regeneration must not be met by increased private car use.
- Public transport must therefore be developed to meet the needs and demands of the private car user as well as the existing users of public transport.
- The health benefits of walking and cycling need to be promoted to the private car users as well as residents with poor health. This is important for encouraging private car users to use more sustainable travel modes.

Moving Forward

- To attract the 'private car owner', public transport, and other travel alternatives that will be implemented as part of the LTP need to be an attractive, convenient and economically viable alternative to the private car.
- One option for consideration is the use of road based Park and Ride schemes. The Park and Ride schemes identified in the LTP are focused on the existing railway system. However, these locations may not be convenient for private car owners. There may be the need to consider a mixture of Park and Ride schemes that use both the rail and road network to give the private car owner more choice and flexibility.
- The HIA assessment noted that there was an absence of a speed management strategy and that this is very important for improving road safety across Merseyside.
- The HIA has also identified that there is a need to develop a cycle network infrastructure to ensure that cycling can be developed as a viable and practical alternative mode of transport.

A critical element in finalising the Delivery Plan is consideration of the SEA. We have also reviewed and updated our HIA which was introduced in the first LTP and which reinforces our commitment set out in Chapter 2 to ensure equality for all members of the community and to help ensure that particularly already disadvantaged communities, are not further affected by any proposals contained within this Plan.

- 5.6. In setting out the investment programme each individual element was tested against the objectives of the LTP. This enabled those schemes or interventions that were likely to have the greatest impact on our agreed performance targets to be highlighted. Equally, however, it enabled a thorough assessment of the programmes across the Partnership to be considered within the context of what they were contributing to the agreed objectives and targets.
- 5.7. Figure X summarises the process and a fuller description is provided in Appendix 7 (NB JH needs to do this).
- 5.8. It is important to realise that this process has to be treated with caution. All partners accept that the overall sum allocated through the Integrated Transport Block for investment cannot all be allocated to meeting objectives and targets due to other commitments that are essential but may fall outside the agreed targets and objectives.

Figure X from John H

Figure X

The Investment Programme (Note we will need to add detail of financial allocation across the programme and additional sources of funding eg 29b)

5.9. The delivery plans for the LTP allow us to frame our action programmes in a way that is clearly linked to the vision and objectives which in turn are drawn from the requirement to meet national and local (City Region and region) priorities. The delivery strands are:

- Managing growth.
- Facilitating regeneration.
- Sustainable accessibility.
- Safe and sustainable communities.
- Highway efficiency and good asset management.
- Forward planning and research.

5.10. These will be delivered within the framework of the integrated transport network. This is described in Chapter 6. Although schemes and projects are allocated to particular headings it is expected, as part of an integrated LTP strategy that most projects will produce benefits across each of the headings. This issue will be addressed by the partners in the full LTP.

Managing Growth

5.11. It will be critical for Merseyside's continuing regeneration to manage and mitigate the impacts of increased demand for travel and traffic growth, in order to maintain and improve the efficiency of the Merseyside network and protect health and the quality of life.

5.12. A range of measures and packages will be required. These will include:

- Smart Choices (**Chapter 6**)
- Parking management (**Chapter 7**)
- Promoting public transport (**Chapter 6**).
- Park and Ride (**Chapter 6**).

Facilitating Regeneration

5.13. The continuing economic and social regeneration of Merseyside is the greatest priority for the City Region and local authorities. The importance of an efficient transport system to support that regeneration has been summarised in **Chapter 3**.

5.14. Many of the identified schemes are part of a longer term strategy, and some will require greater analysis and assessment over the lifetime of the next LTP. There will however be a range of measures and packages undertaken over the next 5 years designed to support regeneration. A particular short term milestone will be Capital of Culture in 2008.

5.15. Packages and measures will include:

- Improved access to the Mersey Ports (**Described in Chapter 7**).
- Support for tourism and coach parking (**Chapter 6**).
- Public realm (**Chapters 6 and 11**).
- Improved infrastructure to improve access to key locations such as LJLA and the SIAs (**Chapter 7**).

Sustainable Accessibility

5.16. As already set out, the key priority for Merseyside is to ensure accessibility to jobs and opportunities created through regeneration. Merseyside is a current Centre of Excellence for addressing these issues and this will provide the foundation for continuing development of this priority.

5.17. At the heart of securing 'access for all' will be the emerging Accessibility Strategy and Plan, but the importance of the single integrated public transport network will be paramount, supported by rejuvenated cycling and walking strategies. Packages and measures to be implemented will include:

- Improving the quality and coverage of the bus network. This will include expanding the role of Demand Responsive Transport and building on the expertise of the Community Transport Sector.
- The introduction of Merseytram.
- Potential expansion of Merseyrail and improved rail stations offering easier access and better facilities and targeted at priority areas such as HMRI.
- Increased and more innovative information, marketing and ticketing, including development of current pilot projects such as Neighbourhood Travel Co-ordinators.
- The proposed Merseyside SPD.
- Improved facilities for cycling and walking.

Note: It is assumed all activities will be compliant with meeting the requirements of the Disability Discrimination Act.

Safe and Sustainable Communities

5.18. Accessibility plays a critical role in creating inclusive and sustainable communities, particularly disadvantaged communities, who often suffer the negative impacts of transport without enjoying the benefits of greater mobility.

5.19. This can apply in areas through which busy or congested roads pass and where road safety and environmental impacts are known to be greatest. Examples of packages and measures to be included are:

- Continuing measures to improve road safety particularly in disadvantaged areas (**Chapter 10**).

- Traffic calming and Home Zone initiatives.
- A range of TravelSafe measures to allay fears and improve perception of fear and safety on the public transport network (**Chapter 6**).
- Targeted maintenance and improvement regimes in programmes such as street lighting, to improve amenity and safety, including in and around transport hubs (**Chapter 12**).
- Measures to mitigate noise and air pollution (**Chapters 8 and 11**).

Highways Efficiency and Good Asset Management

5.20. We recognise that there has been a high level of investment in Merseyside's transport network, particularly over the past 5 years, assisted by European funding. It is a necessity that we get the most out of these facilities and maintain them well.

5.21. In this context the LTP will set out a range of packages and measures that will include:

- A targeted approach to highway maintenance to ensure high standards for priorities such as the freight and public transport networks, identified as part of the Road Hierarchy (**Chapters 6 and 12**).
- Developing the Transport Asset Management Plan to manage assets in an efficient manner, and build on cross authority procurement regimes (**Chapter 12**).
- Develop a pro-active pan-Merseyside approach to network management (**Chapter 6**).
- Develop Merseyside's area traffic control and intelligent travel system capability to improve management of the system and to provide enhanced travel information.
- Develop the Strat-E-Gis system to enable cross authority management and targeting of resources to meet other programme priorities (**Chapter 13**).

Forward Planning and Research

5.22. The pace of change and constantly evolving range of demands means that it is essential that the LTP partners are capable of effective forward planning. The establishment of the LTP Support Unit is a positive commitment to ensuring the success of this plan.

5.23. This is also important in terms of our commitments to be responsive to public demands and to set the LTP clearly within the wider context. Areas to be considered will include:

- Enhancing Merseyside's monitoring regime.
- Further examination of the transport impacts on disadvantaged communities.
- Continuing joint working with LCRDP to ensure alignment of economic and transport policy and projectives.
- Developing the role of Intelligent Transport Systems (ITS).

- Emission monitoring.

Cross-Boundary Priorities

5.24. The creation of the Liverpool City Region includes collaboration with four LTP partnerships. A number of shared priorities have been highlighted to support the longer term strategy. These are outlined below.

- With **Cheshire** we have agreed that progress needs to be made on the examination and development of the extension of the Merseyrail electric network from Bidston to Wrexham. It is agreed that this could have major impacts improving links to the expanding Deeside and Broughton areas from Merseyside and to Birkenhead and Liverpool for North Wales and Deeside. These issues are already being addressed via the Mersey Dee Alliance (**See Chapter 9**).
- With **Cheshire and Halton** we are also agreed that the reinstatement of the Halton Curve would have similar beneficial effects in creating access to John Lennon Airport and south Liverpool from Halton, Cheshire and North Wales.
- With both **Cheshire and Halton** we recognise the importance of providing transport links that will enable people to access jobs and opportunities identified in the Liverpool City Region Development Plan, and the NWDA Regional Economic Strategy (RES). We will build on our existing partnership arrangements including the MDA Workwise Programme and the Joblink initiative (**these are described further in Chapter 9**).
- The Merseyside authorities and the LCRDP places the highest priority on Halton's proposals for the Mersey Gateway which is of great **importance** to Halton and Merseyside (**See Chapter 3**).
- We will continue to examine with Halton the potential for extensions of Merseytram Lines 2 and 3 to Halton.
- Both Merseyside and Halton support the proposed new Eastern approach road to the Liverpool John Lennon Airport, but are agreed that this is a private sector led initiative.
- We support **Cheshire's** aspirations for the development of Chester station because of the benefit it will carry to Merseyrail.
- We support the Smartcard initiatives being developed by both **Cheshire and Lancashire** and encourage the possibilities of joint action with the emerging Merseyside Scheme (**See Chapter 6**).
- Because of the importance given to Southport's developing role as a Classic resort, we support **Lancashire's** promotion of the A570 Ormskirk by-pass, which could provide major benefits to improving access to the resort from the national road network.

- Through our review of the potential for cost effective measures to extend the Merseyside rail network, we will also examine the potential to improve the Ormskirk-Preston rail line, including the potential for the reinstatement of the Burscough curves and for improved services to Skelmersdale (via Upholland) as part of any proposals to improve services on the Kirkby – Wigan line.
- With the completion of the transport hub at Liverpool South Parkway we will continue to examine the potential for improved services from central **Lancashire** to increase access to Liverpool John Lennon Airport.
- We continue to believe that the development of the Manchester rail hub would offer real benefits in creating greater rail capacity to Merseyside, and help to re-establish rail links to other cities, identified as a priority in the LCRDP. However, we are concerned at the emphasis placed within the Northern Way on the Manchester – Leeds/Sheffield rail links and believe that the Manchester rail hub should be viewed as equally improving access to Warrington, Halton and Merseyside. We particularly wish to see continuing improvements to Manchester airport.
- With **Warrington, Wigan MBC and GMPTE** we will be examining the outcomes of the Culceth, Ashton, Newton and Golbourne (CANGO) public transport study to assess future cross boundary requirements in this area. Equally there will be other cross boundary issues emerging from the LCRDP which will be examined.
- Dependent upon the outcome of the current assessments, it may be necessary to examine implications of major development at the Omega site.

Measuring Our Performance

Figure X on page ?? set out the targets we are attaching to our performance indicators which are linked to the objectives and programmes set out in this Plan.

A summary of each of the Performance Indicators and Targets, together with an assessment of risk and potential mitigation measures is set out on the following pages. Fuller details of the performance management and monitoring regime are set out in Chapter 13 and Appendix 15.

5.25. Besides our commitments to meeting the mandatory national performance indicators, we have set a number of local indicators. These are designed to measure our performance in supporting the wider priorities locally and nationally. They have been designed to show a clear line through from longer term strategy to the delivery strands and action programmes. Examples of these local indicators include specific performance measurement in the following areas:

- Congestion – measures of speeds in peak periods, peak spreading, city centre parking and HGV journey times.
- Sustainable Inclusive Transport – sustainable access to LJLA, bus and rail facilities ease of access, rural accessibility, cost of transport, crime on transport.
- Wider regional priority indicators – measures of economic performance and tourist activity in Merseyside.

5.26. Figure X summarises these performance indicators which are considered to be of most importance to the objectives of this Plan.

Our performance management regime is set out more fully within Chapter 13.

Second LTP Pis – Merseyside Strategy Development

| No | L13 |
|--|--|
| Name | Accessibility – Employment/economic impact |
| Primary Objective | Accessibility |
| Other Objectives | Economy/regeneration |
| Hierarchy of Indicator | Intermediate Outcome |
| Regional Link | Strong regional link, access to employment is a regional priority |
| Source | Local authorities, Merseytravel |
| Baseline Year | 2005/2006 |
| Baseline | 76% of workless people are currently within 30 minutes of a major employment location by public transport |
| Target Year | 2010/2011 |
| Target | 1% per annum improvement to the number of workless people within 30 minutes of a major employment centre by public transport. |
| Trajectory 05/06 | N/a |
| Trajectory 06/07 | 77% |
| Trajectory 07/08 | 78% |
| Trajectory 08/09 | 79% |
| Trajectory 09/10 | 80% |
| Trajectory 10/11 | 81% |
| Ambitious and Realistic? (explanation of how the target has been set, explaining why it strikes the balance of being ambitious yet realistic. Make reference to any supporting evidence, studies, analysis or | This indicator has been developed in partnership with Jobcentre Plus (JCP) to take account of key issues identified by JCP. The main transport issue for the employment sector is the journey time of public transport trips, particularly bus, to key employment locations. This is a key barrier to many workless people taking up new employment opportunities. |

| | |
|--|---|
| <p>studies that have helped inform the level at which the target has been set).</p> | <p>Research shows that people on Merseyside have very low travel horizons and 30 minutes is the maximum tolerable journey time people are prepared to make to travel to employment. Work to date shows that for many workless people public transport journeys to areas where new employment opportunities exist are often in excess of 40 minutes and as a consequence are regarded as being inaccessible.</p> |
| | <p>For the access plan and for the region as a whole, ensuring access to employment is a key priority. Given the forecast increases in the number of jobs being created in Merseyside, the challenge will be to ensure that people currently trapped in pockets of worklessness are able to access these new employment opportunities.</p> |
| | <p>This indicator has been devised to directly take account of this major concern identified by JCP. JCP have actively led discussions over the target level and sought wide agreement that the target is both ambitious and realistic. Current data shows that there are 55,000 people who are classed as workless and who are more than 30 minutes public transport journey time from a major employment area. This is almost a quarter (24%) of the total workless figure for the whole of Merseyside. A 1% improvement in 2006/2007 equates to improving public transport to major employment areas for 2292 workless residents.</p> |
| <p>Actions required? (describe how the target will be delivered. Note the specific policies, programmes and delivery areas, that are in place to deliver the target. Include reference to effective prioritisation of resources.)</p> | <p>Simply introducing improvements to the public transport network will not in itself deliver the necessary improvements to deliver the set target. There needs to be a multi agency approach to work in partnership to improve accessibility to employment.</p> <p>The major tool to delivering improvements on the bus network will be the Merseyside Bus Strategy (MBS). The Accessibility Strategy and the MBS have been developed alongside each other to ensure that both documents are fully consistent with each other. For example work on developing the target and identifying those areas of worklessness more than 30 minutes journey time from major employment centres has been used to inform the developments of measures in the MBS and the prioritisation of schemes. A mechanism has also been developed whereby identified problems and gaps in the network identified at the local level through ongoing accessibility work can be fed into the MBS to inform the most appropriate solution. This can then be assessed to determine the impact on the set target.</p> |
| | <p>A commitment is required from all partners to sign up and implement the MBS which includes: the provision of and continued investment in new vehicles to improve the physical accessibility of the bus fleet, the provision of high quality bus stops and shelters with the necessary information provision included, the wider availability of public transport information in a variety of formats, assistance with the cost of public</p> |

| | |
|---|--|
| | <p>transport fares, implementation of appropriate bus priority measures and improvements to walking routes to/from public transport nodes. All partners will need to work together to identify potential new routes and services to open up new journey opportunities to key locations. Will also need to take account of the role of Community Transport and the role of Demand Responsive Transport as part of the MBS.</p> |
| | <p>Jobcentre Plus advisors need to work with clients who face transport difficulties to help them overcome any transport barriers. In order to support this work we have agreed with Jobcentre Plus to expand the successful Mersey Dee Alliance Workwise initiative currently operating across Wirral and parts of Cheshire to include all of Merseyside. Workwise is a dedicated resource which has a team of staff working directly with clients referred to them by JCP to help them overcome transport barriers. Measures include assistance with the cost of public transport for the first month of employment, personalised journey plans, Neighbourhood Travel Schemes and a Scooter Commuter scheme.</p> |
| | <p>Revenue support to implement many measures is vital. We have, through Merseytravel, secured £3m of European Objective funding up to the end of December 2008 to support measures being brought forward through the Accessibility Strategy. Part of this funding will be used to develop initiatives which directly contribute to this target.</p> |
| <p>Risks to success? (Note any risks to the successful delivery of this target. Provide evidence of risk management – noting measures in place or to be adopted that will mitigate risk).</p> | <p><i>Funding</i> – The strong partnership approach will help ensure that all delivery partners are aware of the importance of continued funding in this area.</p> <p><i>Bus operators not serving new employment sites</i> - Merseytravel will continue to work with operators to deliver appropriate services. The move to adoption of the Supplementary Planning Document will help to ensure new developments meet sustainable access criteria.</p> <p><i>Employment opportunities located in inaccessible places</i> – SPD criteria should mitigate against possible problems in this area.</p> <p><i>Job growth not at level expected</i> – This outcome risk is not directly measured or influenced by the indicator, but it is an important external factor in the true success of getting workless residents into employment.</p> |

6. THE INTEGRATED NETWORK

6.1. This chapter sets out our approach to developing the integrated transport network. It describes our plans to deliver an efficient highway network, particularly for freight and public transport, continuing development of the single integrated transport network and prospects for cycling and walking. It also describes work on supporting measures such as TravelSafe, improving conditions for the disabled community and the critical role of Smart choices and our communications strategy.

We have developed an integrated approach that ensures each element of the LTP is promoted on the basis of how it addresses particular issues and assists other parts of the plan.

Whilst we have a specific requirement to address the four shared priority areas, it is important that the actions taken in addressing those priorities are seen within the overall context of our consistent approach to developing an efficient and integrated transport network, where each mode contributes to the effectiveness of the network.

Our Aim

Stitching together the various elements of the transport network and closely integrating the package to the wider social, economic and environmental agenda.

We will measure our performance by:

(To be replaced with the PI targets)

6.2. The LCRDP recognises Merseyside and the wider City Region as polycentric. The priorities already outlined in this Plan are to ensure that the identified economic growth areas are targeted for appropriate investment and development, and within this approach the road hierarchy and public transport corridors will provide the framework for delivery.

Mainstreaming Diversity in Transport

6.3. The transport system is for everyone and the sustainable environment both in economic and environmental terms has never been more important. We need to find new ways to engage and open up services for people who suffer from social exclusion.

6.4. To ensure that all members of society are included within our transport system and that everyone has equal access to transport resources it is vital to recognise that transport user needs are diverse. This embraces:

- Race
- Gender
- Age
- Faith
- Sexuality
- Disability

The Disability Discrimination & Race Relation Acts have changed public authorities so they have to ensure that they are proactive in ensuring services and employees are non discriminatory and develop a diverse approach. This legal requirement will apply to Age in 2006 and Gender in 2007.

We will undertake a full diversity audit covering; gender, age, race, faith, disability and sexuality. To begin with it is proposed to tender for a gender audit of the LTP following on with a full range of research into the needs of a diverse community. We will build on the work of the DfT who are currently reviewing their gender checklist which acts as an aide memoire to any transport project and this will act as a guide to our programme.

Eliminating the Gender Bias

A recent study has concluded that; "In reality the **unintended** gender bias in UK transport policy means more women than men are having transport problems in accessing a range of public services".

Gender Differences in Transport Use

Transport has a significant impact on service delivery in the public sector. The failure of the transport system impacts on public service, eg lack of transport to access health opportunities and costs money when women fail to attend appointments. There are some important differences within travel patterns of men and women that pose a range of issues to be addressed.

- Men travel further than women.
- Men are more likely to use cars.
- Women are slightly more likely to use public transport.
- Men and women travel for different purposes.
- Average commuting time is longer for men than women.
- Women are twice as likely (than men) to walk to work.
- More men hold driving licences: 2003 – 81% male/61% female. This gap has narrowed since 70s. In two person households, the male is more likely to be the car driver.
- Individuals on lowest income (this category contains lone parents who are predominantly women) are twice as likely to make trips by public transport.

Meeting the Needs of Disabled People

- 6.5. The definition of disability in the DDA is fairly complex but, but this plan assures, a person is regarded as disabled for the purposes of the Act if he or she has a physical or mental impairment which has a substantial and long-term adverse affect on their ability to carry out normal day-to-day activities.

Examples of normal day-to-day activities will include mobility; manual dexterity; and physical coordination; continence; speech hearing or eyesight; memory for ability to concentrate, learned, or understand

It is essential to consult local disability organisations early on disability issues. Things to remember include:

- Considering the location of benches;
- Leaving space for wheelchair users and double buggies;
- Installing colour contrast to highlight pavement edges, posts etc;
- Reducing sign clutter; and
- Laying smoother pavements.

6.6. To address these issues we will build on the principles of Universal Accessibility which Merseytravel have already adapted.

Provide: equitable use and accessibility for everyone irrespective of ability.

Allocate: appropriate space for people regardless of body size, posture and mobility.

Ensure: ease of use, comprehension and understanding regardless of physical or cognitive abilities.

Require: minimal physical strength, stress and economy of effort.

Achieve: comfortable and healthy conditions and minimise hazards.

6.7. In 2004, Merseytravel completed a comprehensive study and investigation of 'inclusive travel' in Merseyside examining the travel needs, and aspirations of disabled people in Merseyside, and how these are matched by public transport and other transport provision.

6.8. The research identified that approximately 140,000 people in Merseyside are 'Transport Disabled' and around 68,000 of these people do not take advantage of travel concessions or provisions, which could be available to them. It is notable that only 1% of these people are permanently too infirm to travel. Many disabled people do travel independently on public transport, others would like to travel more, but require assistance.

6.9. Under the DDA of 2005 Part 1 (iii) puts an onus on local authorities to view the pedestrian environment as a 'service provision' and therefore places greater emphasis on the wider environment. Merseyside is adopting the principles of accessibility usability and functionality in relation to meeting the needs of the disabled. This means paying particular attention to the 'seamless' journey from accessible services to destination. The pedestrian environment and public transport are clearly critical.

6.10. The research identified key issues for the transport disabled, and made a number of important recommendations, both relating to Merseylink, and to public transport in Merseyside as a whole.

- Confidence and attitude

Positive experiences of disabled public transport users should be shared and publicised. Travel training or 'buddy' schemes to build confidence for individuals should be offered, and can be arranged through a variety of organisations.

- Infrastructure

Infrastructure is the most likely barrier to be faced by disabled transport users, and major consideration needs to be taken to ensure that a holistic approach is taken to infrastructure, considering the 'whole journey' experience.

- Vehicle Design

PSV design is mostly outside of Merseytravel's remit, but could be achieved more efficiently through partnership arrangements with bus operators.

- Safety

The presence of appropriately trained staff throughout the transport network is the key influence to travellers' journey experiences, and the safety aspect of journeys. Therefore staff-training and awareness raising, to the needs of disabled people, is required industry wide.

- Information

There are many examples of good practice in public transport information provision throughout Merseyside, although care should be taken to ensure it is consistently accessible across all modes.

The growing disabled and older populations will have social as well as economic implications if those responsible for transport systems and built environments do not recognise and address the need for more inclusive environments. Mobility and transport are vital to achieving and sustaining self-sufficiency and independence into old age.

Well-managed Streets

We are developing these ideas further through our pedestrian strategy and it is hoped that these principles can be adopted for Liverpool City Centre in 2008 for Capital of Culture.

Best Practice – Merseytravel Disability Equality Action Training**Merseytravel**

Merseytravel is the passenger transport authority for Merseyside and its training day is designed to eliminate the discrimination faced by disabled people and promote equality of opportunity. When disabled people participate as citizens, customers and employees everyone benefits. So we have set ourselves the goal of 'a society where all disabled people can participate fully as equal citizens'.

We work with disabled people and their organisations, the business community, Government and public sector agencies to achieve practical solutions that are effective for employers, service providers and disabled people alike.

The Disability Discrimination Act 2005 has amended the Disability Discrimination Act 1995, to place a duty on all public sector authorities to promote disability equality.

Objective

The law now makes it unlawful for businesses and organisations providing services to treat disabled people less favourably than other people for a reason related to their disability.

Service providers have to consider making changes to physical features that make it difficult for disabled people to use their services.

The course objectives are set by those people attending the course.

Aim

The purpose of the course is to inform course participants of their legal obligations under the Disability Discrimination Act 2005.

It will look at ways in which public sector organisations and their officers at all levels can prepare for the new duty which comes into force December 2006.

The course consists of three workshops:

1. Mobility workshop presented by a wheelchair user. This workshop explains the Disability Discrimination Act and addresses the social model of disability. It is a participant workshop and the workshop looks at good and bad practice within the build and pedestrian environment.
 - What counts as disability according to law?
 - What are normal day-to-day activities?
 - What does not count as disability?
2. Blind and partially sighted workshop presented by a blind and partially sighted person. This workshop addresses best practice in the provision of information and issues of navigation within the build and environment.
3. Deaf and hard of hearing workshop is presented by a deaf person and addresses the communication needs of deaf people in mainstream society.

All three presenters address the provision of goods, facilities and services and how service providers can meet their obligations under the Disability Discrimination Act.

6.11. It is essential to consult local disability organisations early on disability issues, relating to the local environment. We will pay particular attention to:

- Considering the location of benches.

- Leaving space for wheelchair users and double buggies.
- Installing colour contrast to highlight pavement edges, posts and other items of street furniture.
- Reducing sign clutter.
- Laying smoother pavements.

We will now build on Merseytravel's Race Equality Scheme. The production of a Race Equality Scheme for all public organisations is a legal requirement under the Race Relations (Amendment) Act 2000. In practice this means that they must develop methods of eliminating unlawful discrimination and promoting equality of opportunity.



6.12. The Code of Practice on Access and Mobility has been developed by the five Merseyside District Councils and Merseytravel, to promote best practice on transport and access issues.

6.13. This is an advisory document reflecting current statutory and current best practice requirements. It offers guidance on best practice in designing environments not only to meet the needs of disabled people but also of those who may otherwise be restricted by the design of buildings, structures, highways or transportation. Statutory regulations governing the accessibility of the built environment are also provided within the appendices.

6.14. The Merseyside partners will expect developers to take account of the Code's recommendations when preparing schemes, which need statutory approval under regulations such as planning and building control. It is hoped that other Local Authorities may want to use a similar approach to achieve best practice.

In order to achieve Inclusive outcomes through the building design process there is a need to develop a process from the conception of the project through to the management of the end product. The most effective way of achieving this is through the development of an Access Strategy and the preparation of an Access Statement describing its practical implementation. The access strategy will set out the main aims and objectives and will set the scene for the details to be addressed in the Access Statement. **(Note this uses the term of access in its earlier more narrowly defined transport terminology rather than the wider scope embraced within the Accessibility Strategy described in Chapter 9).**

Programme of Action

- Merseytravel will continue to fund and support disabled people's organisations to assist those disabled people who are marginalised by public transport to implement access wherever possible and independently to public transport.
- The five districts will audit the pedestrian environment with a view to improving its accessibility to all people especially disabled people. The local transport plan should use a walk ability as a key test of the accessibility of proposed developments.
- District Councils will as far as practicable develop a design standard for the street environment, including obstruction free pavements that are wide enough for the busiest use and fully accessible to all users.
- There is an urgent need to review all training of new and existing transport professionals to ensure that they deliver inclusive transport systems and services (meeting the new requirements under DDA 2005).
- Findings for Merseylink showed that customers, although grateful for the existence of the service raised a number of concerns ranging from lack of opportunity to use the service through to the design of the vehicles. These are being addressed together with other initiatives such as the development of new demand responsive services (DRT).
- Continue to develop specialised information provision.

Addressing the Shared Priorities

6.15. We will ensure that all our programmes and activities help to provide a barrier free transport network. We will pay particular attention in the Access Plan to ensuring equal access to opportunities and within the road safety programme ensure measures for the safety of members of the community with disabilities.

Rural Issues

6.16. Merseyside has a small but significant rural population. A recent study has shown that key issues are:

- Lack of travel choice.
- Provide people living in rural communities with opportunities to travel to and from leisure and recreation destinations.
- Ensure that all rural passenger transport services are accessible to all.

- Ensure that the rural population is aware of the full range of available travel opportunities.

6.17. The villages in Merseyside are in semi-rural areas on the urban fringe and cannot be described as remote. Expectations may be higher because there is a wide range of destinations available in nearby urban centres.

6.18. For residents in rural areas, there are generally two types of travel need. The first 'essential' travel needs are those that provide access to jobs, education, healthcare and food shopping facilities while the second set of needs 'optional' or quality of life requirements are equally important if less tangible than essential needs. These may relate to issues such as lifestyle and leisure activities which have an impact on the quality of life that an individual or family can enjoy. **Our approach to assisting the rural communities is described in Chapter 9.**

Equality of Travel Opportunity

We have said that we recognise that transport is not about vehicles or the tracks and roads that allow them to move around; it is about the movement of people and goods. For Merseyside it is about ensuring that the safe and efficient movement of goods and people assists regeneration and allows all members of the community the same opportunity to travel.

Demand for movement is rising inexorably. This means we have to manage the demand for movement making best use of our resources and create creative measures to provide solutions. Our approach to the Network Management duty and smart choices – described in section XX and YY are critical elements of our approach.

We recognise that in ensuring the efficient operation of the network and to protect the environment and health of the community, we shall wherever possible seek to reduce the need to travel. Our proposals for a transport Supplementary Planning Document (SPD) set out in Section XX are a major part of that strategy.

However, there is clear evidence that ability or opportunity to travel is linked to income and for many members of the community there is a need to increase the opportunity to travel; *to open up opportunities to access employment, training and health care.*

Our Access Plan **described in Chapter 9** sets out how we will put in place a long term strategy to address these issues.

Land Use: Developing Merseyside Supplementary Planning Document for Transport

6.19. Well integrated land use and transport provision can assist our commitment to equality of travel opportunity and across many priority areas. It can make it easier for people to access opportunities and can reduce the need to travel. It can also lock in other measures such as S106 on the 'Planning Gain' proposals and appropriate measures such as Travel Plan requests from the start. The Merseyside SPD is a critical element of this Plan.

6.20. The aim of the Supplementary Planning Document (SPD) for transport is to ensure that sustainable transport issues receive greater significance in the consideration of planning applications. It also seeks to secure a consistent approach across Merseyside by, for example, ensuring that new housing developments adequately cater for and support new

bus routes, subsidised bus services where necessary, incorporate new cycle routes and parking facilities and cater for pedestrians.

- 6.21. Given that no statutory sub-regional planning authority exists for Merseyside, the intention is that each Local Planning Authority (LPA) will adopt the Merseyside SPD separately. While, the core content of the SPD will remain the same for all each LPA's SPD will be tailored to reflect local policy framework.
- 6.22. The SPD will ensure that the same development standards are applied across Merseyside. The more rigorous standards will help to manage public and private parking stock, encourage alternative travel and in doing so help to reduce congestion.
- 6.23. Best practice has been examined on the use of planning obligations on a formulaic basis. Nottinghamshire CC, for example, use a corridor-type approach to determine Section 106 contributions. However, the use of rigid formulae is not considered to be a particularly helpful approach for Merseyside. This is because it would complicate the guidance and also because arbitrary and unnecessarily onerous requirements could thwart development in some areas.
- 6.24. A draft SPD underpinned by accessibility mapping for each district is now ready for testing and it is hoped that the SPD can be approved by each district in 2006.

Car parking standards

- 6.25. A key aim of the SPD for transport is to seek to standardise the parking standards across Merseyside, to prevent developers from 'playing off' authorities against one another.
- 6.26. The Merseyside-wide SPD will seek to set more detailed standards, based on a two-tiered approach, with Liverpool City Centre and District Centres at the top (most restrictive standards) and elsewhere in the region below that. Crucially, this approach will ensure that the parking standards have SPD status, and thus be a relevant material planning consideration.

Policy links within individual Unitary Development Plans (UDPs) and Draft Local Development Frameworks (LDFs)

- 6.27. Each Local Authority's current UDP or draft LDF has been examined to identify suitable policy links upon which to hang the SPD. This is imperative, given that SPD can only amplify existing UDP/LDF policy and cannot be contradictory to primary considerations in the development plan.

Sustainability Appraisal (SA)

- 6.28. It is understood that all SPDs will also be subject to Sustainability Appraisals which will also incorporate the requirements of the Strategic Environmental Assessment (SEA) Directive. GONW has advised that only one SA should be required for the development of a Merseyside-wide SPD.

Addressing the Shared Priorities

- 6.29. The introduction of an SPD will assist with the shared priorities by:

- i) Congestion – it will provide better links with the public transport network and reduce journey length. Car parking standards will limit car use associated with new development;

- ii) Air Quality – In doing so will reduce emissions and help air quality.
- iii) Accessibility – will enhance accessibility by providing better links to the public transport network and increase access to jobs and services for non car owners;
- iv) Road Safety – by reducing community severance will help to reduce the risk of road accidents.

The Highway Network

6.30. The successful utilisation and management of the highway network is critical to the success of this Plan (notwithstanding the importance of the rail network and Mersey Ferries). It provides the main framework for the movement of people and goods by all modes.

6.31. To ensure we maximise the benefits of the network we are adopting an integrated approach based on the definition of a road hierarchy based on users and highway priority. This approach underpins the sustainable freight distribution strategy for the single integrated public transport network described later.

6.32. It also supports the priority for high quality pedestrian and cycling environments.

6.33. The hierarchy will also provide the principal focus for the Traffic Managers in undertaking their Network Management Duty and will therefore be an important component of our proposals to address the Congestion shared priority (**described in detail in Chapter 7**).

6.34. In addressing these issues the agreed Congestion Monitoring routes will be embraced with the integrated approach to highways management based on the hierarchy.

6.35. The Road User Hierarchy and Road Hierarchy, allows a clear definition of the priority given to each user at any point on the network, allowing proper investment and maintenance to be targeted to greatest effect. Map 6-3 shows the Merseyside hierarchy.

6.36. The Road User Hierarchy for LTP2 is defined as follows:

- i) Pedestrians;
- ii) Cyclists;
- iii) Public transport passengers; and
- iv) Other motorised vehicle users.

6.37. In considering improvements to any part of the Merseyside highway network, a rigorous audit process will be conducted reflecting this hierarchy. Good pedestrian and cycle access is clearly required to support the use of public transport and similarly, appropriate, safe pedestrian and cycle facilities will need to be considered on all other routes. All measures introduced will be in accordance with the Merseyside Code of Practice on Access and Mobility. The application of this Road User Hierarchy will naturally need to take account of the classification of the road within the defined Road Hierarchy.

6.38. The Road Hierarchy (RuH) for LTP2 is defined in order as follows:

- i) Strategic Routes with priority for Freight Movement;
- ii) Strategic Routes with priority for Public Transport;
- iii) Strategic Routes with priority for Motorised Traffic generally;
- iv) Local Distributor Roads; and
- v) Local Access Roads.

6.39. In the context of the three types of Strategic Route, highest priority is assigned to freight, public transport or general motorised traffic, depending on the type of Strategic Route, as defined above. The Road User Hierarchy will complement the Road Hierarchy by ensuring that all proposed highway works will be subject to a rigorous audit procedure based on the User Hierarchy. This will ensure that the most appropriate pedestrian/cyclist/public transport facilities are delivered on the network, subject to the primary consideration of the Road Hierarchy priority modes.

6.40. On Local Distributor Roads there is still a need to accommodate motorised traffic but these roads will not be signed for through traffic and heavy goods traffic will be discouraged. Priority within the motorised traffic element will vary depending on the circumstances of the individual route, such as whether or not it is a significant bus route and this will in turn affect the type of pedestrian/cyclist/public transport facilities incorporated. Application of the Road User Hierarchy however, will ensure that the maximum possible priority is given to pedestrians and cyclists on these routes.

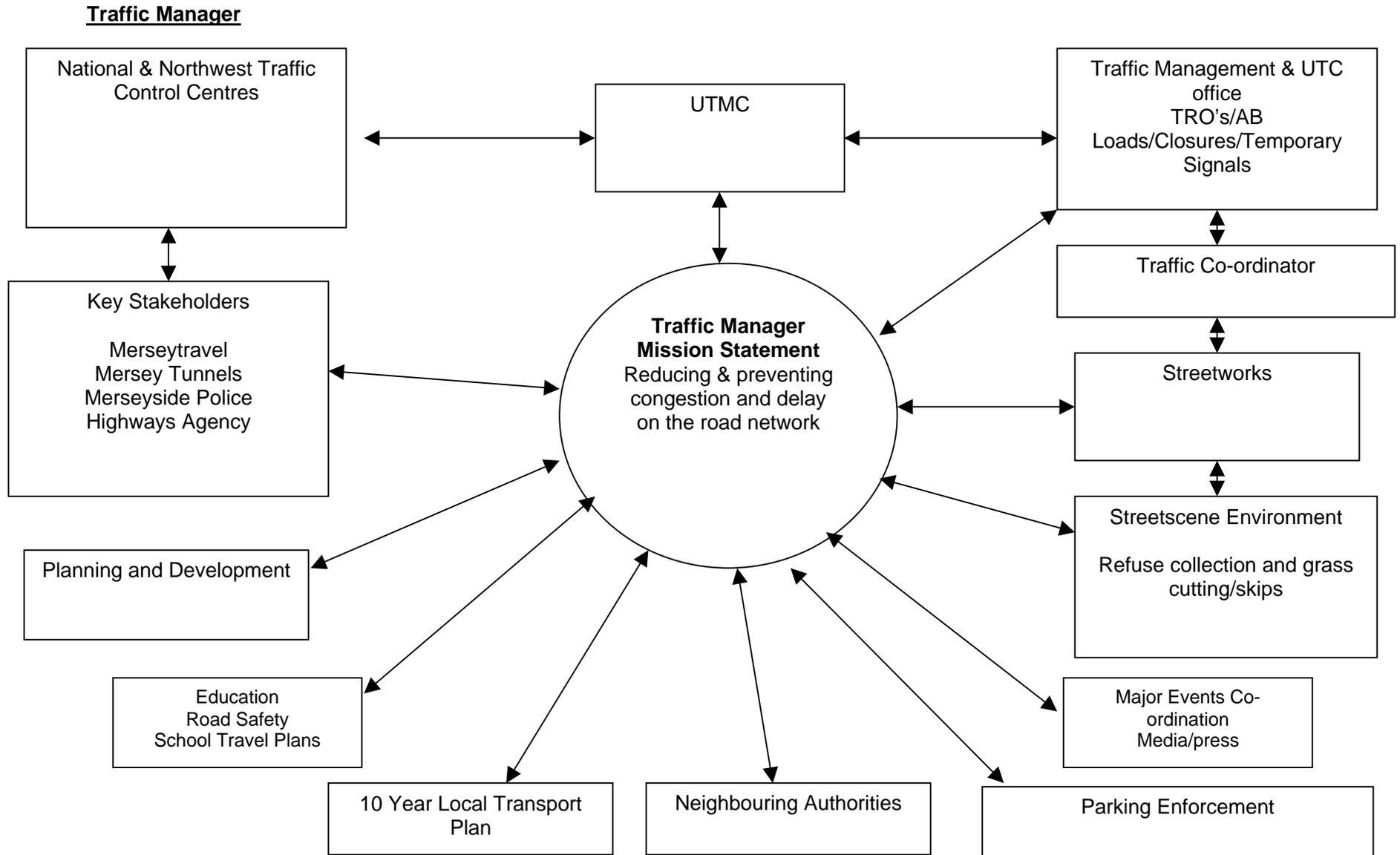
6.41. On Local Access Roads (including residential, service and pedestrianised roads) pedestrians receive the highest priority, followed by cyclists. Further prioritisation will depend on the circumstances of the individual road, such as whether or not it is used by public transport, service vehicles or taxis etc. District centres are treated in a similar fashion to Local Access roads with walking, public transport and cycling receiving the top priority. Map 6-3 shows the Merseyside road hierarchy.

Map 6-1: The Merseyside Road Hierarchy



Network Management

- 6.42. The Traffic Management Act 2004 (TMA) provides the basis for better conditions for all road users through proactive management of the national and local road networks.
- 6.43. Urban Traffic Management Control (UTMC) is an aspect of transport management that has seen various improvements through the life of the first Merseyside LTP. There have been benefits to a variety of road users including people with disabilities, bus passengers and general vehicle drivers, through improvements ranging from the installation of more effective pedestrian/cyclist crossing controls and advanced traffic signal equipment (eg SVD – selective vehicle detection) to computerised traffic control software to reduce congestion and traffic delays. In addition, installations of CCTV (close circuit television) cameras have facilitated increasing opportunities to oversee and monitor the transport networks and aided more effective and efficient management of transport when and where necessary. A revised Business Plan for the lifetime of the Second LTP has been developed, this is attached as Appendix X. **(Note we need more on this for Chapter 7 and SIPTN).**
- 6.44. The Merseyside partners support the aims of the Traffic Management Act and the implementation of Network Management Duty (NMD). Good progress has been made in establishing the structure and implementing framework of NMD on Merseyside. Most particularly there are agreed terms of reference and effective liaison with the Highways Agency has been established **(Note need summary of recent progress)**. **A full description is provided in Appendix X, including relevant contacts.**
- 6.45. We envisage an important role for the Traffic Managers in co-ordinating an effective range of measures to help deliver improvements across a number of priority areas. This will include building on existing effective working arrangements with HIA, Merseytravel, public transport and freight operators and the Police.
- 6.46. The approach is summarised in Figure X. The NMD will become an important component of our approach to providing an integrated transport network. This will be based on an integrated corridor management approach embracing our main priorities. It will:
- (i) Play an important role in our management of the highway network and our approach to addressing the impact of traffic congestion. **We describe this in more detail in Chapter 7.**
 - (ii) It will be linked to our agreed Congestion Monitoring Corridors, Housing and ITIS and will be critical in ensuring the effective operation of the freight network **(see section XX)**.



- (iii) We are also ensuring that it is a major contributor to the delivery of the Merseyside Bus Strategy (MBS) providing the necessary conditions for efficient operation of the bus network through the programme of bus priority measures including the possible introduction of red routes. **This is described in greater detail in section XX, Chapter 7 and the Merseyside Bus Strategy, attached in full as an Appendix to this Plan.**
- (iv) NMD will be critical to a number of high profile events planned for Merseyside in the next five years, most notable of these is European Capital of Culture in 2008, but also major events such as the opening of the Kings Arena and the two British Open Golf championships. A full list of these planned events is provided in Chapter 7.
- (v) Implementing the NMD through the integrated corridor management approach will also allow increasing development and improvement to a range of supporting measures including our proposals, in tandem with the Highways Agency for the implementation of a package of Intelligent Travel Systems (ITS) and a range of improvements to our existing UTC arrangements. These are described below.
- (vi) Integrated corridor management linked to improved ITS and UTC will greatly help other important parts of the Plan; it will assist road safety which in turn will improve the quality of the environment for cycling and walking and will greatly assist our commitment to improving the environment and particularly air quality.
- (vii) Finally, embracing the NMD through integrated corridor management also allows other important elements of our integrated transport network to be implemented including a more targeted approach to maintenance. We are also conscious to harness the capability of ITS and UTC to provide robust information as part of our monitoring plan through the development of the COMET database.

Overall, it provides an important underpinning of the LTP strategy and will ensure best value for money by extracting maximum benefit from existing resources.

Intelligent Transport Systems (ITS)

6.47. We intend to develop this further by providing an integrated ITS Strategy for solutions which contribute across all the shared priority areas. The ITS strategy will contribute greatly to congestion and air quality priority areas. This Intelligent Transport System will allow vehicle flows to be changed to take into account congestion and locations where pollution exceeds national acceptable limits. The use of ITS is regarded by the partners as a critical element in ensuring value for money and making the most of existing assets.

6.48. The project is currently being led by Liverpool City Council. A total of six projects are being examined:

- Project 1: Integrated Platform for Improved Network Management.
- Project 2: Car Park Guidance System.
- Project 3: Traffic and Travel Information Portal.
- Project 4: Journey Time and Congestion Monitoring.

- Project 5: Communications Infrastructure Rationalisation.
- Project 6: Greater Merseyside Corridor Traffic Management.

6.49. Merseytravel is preparing a detailed scheme for the introduction of comprehensive Variable Message Signs within the two Mersey Tunnels and on their approach roads. The system will interface with VMS signs on adjacent highways. The scheme is primarily related to the safety of users and better communication with users. The in-tunnel signs will display pictorial images as well as words, in line with developing European standards.

6.50. Project 2 is now underway and is described in greater detail in **Chapter 7**, together with the Project 6 which is planned to link the Merseyside NMD with the HIA core network management. It is hoped that the remaining projects can be completed over the lifetime of the LTP (**note need more clarity on this**).

Addressing the Shared Priorities

| |
|---|
| Our approach with the road user hierarchy, network management and ITS development will assist the shared priorities by: |
| <ul style="list-style-type: none"> • Reducing the risk of congestion by maintaining the efficiency of the network. |
| <ul style="list-style-type: none"> • Keeping traffic moving will reduce emissions and help air quality. |
| <ul style="list-style-type: none"> • Improving accessibility by ensuring the bus network operates efficiently. |
| <ul style="list-style-type: none"> • Reducing the risk of accidents by operating the network efficiently and safely. |

Sustainable Distribution – Freight Management

6.51. The efficient movement of goods is essential for growth in the economy. Bulk movements require capacity on strategic road and rail links, whereas local deliveries need to be accommodated within the many demands on local networks. Freight movements also have adverse impacts with regard to the environment, safety and personal travel particularly cycling and walking, and public transport priorities.

6.52. We aim to develop and maintain a sustainable freight transport system that takes a balanced account of these issues, whilst promoting our priorities through value for money solutions by:

- Encouraging freight-generating development on sites with effective multi-modal access.
- Maximising the opportunities for the movement of goods by rail.
- Effectively manage highway network to 'keep traffic moving'.
- Minimise adverse impacts from the movement of freight on road and rail.
- Form effective Quality Partnerships with the industry and other freight stakeholders.

6.53. Within the industry there is a strong consensus that the working time directive will increase road haulage industry costs while it could also impact upon the location of warehousing and distribution facilities. It could also increase daytime HGV traffic and light goods traffic more generally, which could impact on congestion in and around Merseyside. This may make rail freight a more attractive alternative.

6.54. In this regard Merseyside LTP partners are concerned about the ability or willingness of the rail industry to increase local rail freight capacity. The Northern Way initiative may be an important element in realising ambitions for transfer of freight to rail, which will not only address issues of congestion, but assist with addressing other shared priorities of air quality, quality of life and road safety.

6.55. Demand for additional highway capacity to accommodate increasing freight traffic will be kept under review through the life of LTP 2, in consultation with the Highway Agency.
AGAIN NEEDS TO BE UPDATED TO REFLECT REGIONAL FUNDING PRIORITIES

6.56. The umbrella Greater Merseyside Freight Quality Partnership, involving the Merseyside District and Halton Authorities, Merseytravel, Highway Agency and Freight Transport Association was originally established to steer the Merseyside Freight Study in 1998. It has managed freight developments through the first LTP. Additional engagement with the industry has been achieved through regular seminars, and an interactive website, notwithstanding the concerns expressed in paragraph X above. **(Details are provided in Appendix X).**

6.57. The partnership considers the recommendations of the Freight Study, and resultant Freight Strategy within the first LTP should continue to form the basis of promoting sustainable distribution for Greater Merseyside in the second Plan, whilst recognising the areas of most influence and hence concentrating on:

- Providing adequate overland access and mode choice to maintain competitiveness of the Mersey Ports, Liverpool John Lennon Airport and B2/B8 uses (Manufacturing/Storage & Distribution).
- Protect appropriate land and access capacity for port, airport and B2/B8 development.
- Manage and mitigate residual freight highway and rail impacts.

Key Priorities

6.58. Merseyside is an important freight gateway to the Liverpool City Region, the NorthWest and beyond. The Port of Liverpool is by far the largest port in the NorthWest handling over 70% of the regions port related freight tonnage. It has a national role for particular forelands (North America and Ireland) and analysis undertaken for the Northern Way strategy would suggest forecast growth up to 2025, requiring additional port capacity, particularly for unitised loads (Lo Lo & Ro Ro).

6.59. In addition, the rapidly expanding Liverpool John Lennon Airport has significant potential to increase freight distribution, and both strengthen and support a significant manufacturing and storage base. Linking this with the major Liverpool City Centre Regeneration creates certain challenges for the movement of goods over coming years.

6.60. There are seven SIAs on Merseyside developed as part of the European Objective One programme to direct investment.

6.61. The Merseyside District Authorities, Merseytravel and the Highway Agency have entered into a Memorandum of Understanding to facilitate a partnership approach to the control of developments relating to economic regeneration proposals in the areas. A framework for assessing the impacts of development proposals has been agreed and will set out the required multi-modal packages of transport improvements to facilitate the developments that will be delivered.

6.62. The SIA Transport Impact Assessment Model incorporates land use and traffic data and public transport accessibility indices. (This is described more fully in Chapter 7).

The model has been updated to a 2005 base to take account of completed and revised development and network improvements. The result will support the future development of programmes, interventions and schemes. (Need more on this)

6.63. The LCRDP identifies these areas as major economic drivers over the next 5 years. Expansion of freight and commercial traffic can be anticipated, and the efficient operation of the highways network will be essential, as will the promotion of transfer to rail. **These issues are discussed more fully in Chapter 7.**

6.64. To determine priorities for freight interventions, the Greater Merseyside Freight Group has completed two consultation exercises. To support a review of the Merseyside Freight Strategy for LTP2, stakeholders who influence the generation and distribution of freight have been directly consulted, and with regard to significant Port related movements in the South Sefton / North Liverpool Area a targeted consultation with 2000 residents living in the main road access corridors completed. (The results of both these surveys are contained within Appendix X).

The priorities for stakeholders remain:

- Maintaining journey time reliability on strategic routes
- Effective facilities for access to town centres
- Increased opportunities for multi-modal distribution
- Priorities for residents in the key freight corridors in the south Sefton / North Liverpool area are:
 - Confirmed that freight traffic is a significant concern with regard to quality of life and safety issues.
 - Indicated strong support for measures to promote rail freight, the effective management road traffic, and measures to mitigate the adverse impacts of freight traffic both on road and rail.
 - Many expressed a desire to be further involved in the future
 - Significant recognition that additional capacity will be required in the future

Priorities for the second Local Transport Plan are:

- Continue to work effectively with the Highway Agency, Network Rail and Stakeholders and keep residents who's lives are impacted on by freight movements informed and involved.
- Promote effective management and development of the freight network through:
 - Promoting freight efficient freight movements through our Network Management Duties.
 - Maintain reliable journey times on the Strategic Freight networks.
 - Review HGV access restrictions to main and local centres and promote effective enforcement
 - Develop 'Freight Travel Plan' initiatives for town centre businesses
 - Review overnight parking requirements
- We will encourage the development of the private sector of multi-modal interchanges at existing and proposed sites, ie:
 - Ports of Liverpool
 - Ditton, Halton
 - Knowsley Rail Freight Interchange
 - Parkside, St Helens
- We will work with the promoters of developments with significant freight implications to ensure the promotion of sustainable distribution principles. **There is further discussion of these issues in Chapter 7.**
- To effectively interpret and monitor freight industry/local authority needs and developments and progress to targets, the Merseyfreight website now includes a link to the GIS spatial analysis tool Strat-e-gis, to provide a 'Freight Atlas' of the region. This has a number of layers representing base freight and network information, land use, consultation results and network improvement programmes.

Addressing the shared priorities

6.65. This programme of action will, in conjunction with the RUH and network management:

- Reduce freight traffic on non-freight routes and keep freight moving freely on designated routes;
- In so doing, help reduce emissions and help with air quality;

- Improve accessibility by ensuring the efficient operation of the public transport network;
- Minimise risk of accidents by controlling and directing freight to well managed routes.

The Single Integrated Public Transport Network

Overview

6.66. A centre-piece of the transport strategy that underpinned Merseyside’s first Local Transport Plan was the programme to create a Single Integrated Public Transport Network (SIPTN), which is accessible to everyone and puts the passenger first. Much work has been done in the last five years to progress this goal. As part of the development of a long term public transport strategy for Merseyside the importance of a Single Integrated Public Transport Network has been reaffirmed and a programme for its further development and implementation has been set out for the period of the second Local Transport Plan for Merseyside.

Public Transport (Huw’s section)

The Role of Taxis

6.67. Taxis play an important role in the transport of people in Merseyside and the government Action Plan For Taxis and private hire vehicles makes it clear that they are an integral part of the LTP process. We aim to build on the approach adopted in the first LTP.

Current Usage on Merseyside

6.68. Extensive research undertaken for Liverpool has shown that the City of Liverpool has the largest hackney carriage fleet in England and Wales outside London. Figure 6-5 illustrates this.

Figure 6-1: Authority Taxi Statistics

| District | Vehicle Numbers | Driver Numbers |
|----------|-----------------|----------------|
|----------|-----------------|----------------|

| | Hackney | Private Hire | Total | Hackney | Private Hire |
|------------|---------|--------------|-------|---------|--------------|
| Birmingham | 1120 | 3526 | 4646 | 1288 | 4386 |
| Manchester | 833 | 1500 | 2333 | 1700 | 2500 |
| Liverpool | 1417 | 963 | 2380 | 2725 | 1019 |
| Knowsley | 240 | 888 | 1128 | 314 | 956 |
| Sefton | 271 | 1540 | 1811 | 525 | 2280 |
| Wirral | 193 | 900 | 1093 | 1336 | 1028 |
| St Helens | 63 | 372 | 435 | 600 | 600 |
| Halton | 267 | 128 | 395 | 620 | 620 |

Source: Taxi usage in Liverpool

- 6.69. There has been a rapid increase in hackney vehicles in the Wirral since the recent removal of the hackney limit, and clear evidence of severe over-ranking has been quoted.
- 6.70. The remaining neighbouring authorities retain their limit on licences although all Merseyside authorities are either in the process of undertaking a study (Knowsley and St Helens), or considering one (Sefton, where they have court backing for a five year regular review).
- 6.71. Within the City, whilst a large number of the ranks are in the City Centre, there are also a high number in suburban centres, together with a large rank at Liverpool Airport. In addition, several supermarkets provide private ranks for hackney carriages. Hackney vehicles are active at many of these ranks, including all supermarket locations and many of the suburban shopping centres.

Frequency of Taxi Use

- 6.72. Of all respondents, 29% used a taxi "almost daily", and a further 23% used one more than once a week. The total number of taxi trips per week per person from those interviewed is 3.52. This is a high value compared to other areas.

Integration with Other Modes

- 6.73. Hackney carriages are well used within Merseyside and the competitiveness of bus/rail fares is eroded rapidly by the sharing of a fare between up to five people in a hackney carriage.
- 6.74. Merseytravel ensure that all new schemes include explicit thought towards taxi provision; taxis are well linked to the rail service in the area. Hackney carriages also provide a high level of service to customers at John Lennon Airport, and the National Express coach station sees a moderate service by hackney carriages.
- 6.75. Apart from Lime Street station, signing to ranks is not particularly good. Some Merseytravel maps do mark taxi ranks, but such provision is not consistent across all the

maps. However, the effect of poor signing is remediated by the high visibility of the hackney carriage fleet.

Other Issues

6.76. The high level of hailing undertaken in Liverpool also tends to reduce waiting time for hackney carriages, as well as reducing the level of cruising around to obtain fares. This minimises empty journeys and this appears to minimise the environmental effects of the fleet which is recognised as a problem in the AQMA within the city centre (**This is discussed in Chapter 8**).

Developing a Strategy

6.77. The Merseyside Integrated Transport Forum has established a group to develop a comprehensive taxi strategy for Merseyside. Given the different local authority standards and the multitude of operators, this is not an easy task.

6.78. At the present time the strategy is concentrating on the following issues:

- Standards and reporting. Although there remains a reluctance with the Trade on addressing this issue, progress is being made by improving liaison with the Licensing Officers to establish standardised reporting. It is anticipated that there will be increased levels of information becoming available during the next five years which will help inform future taxi strategy and integrate particularly with the public transport network.
- Training. We are working closely with Goskills the sector skill council for passenger transport on this as there is likely in forthcoming years to be a change in legislation. We are looking at a Vocationally Related Qualification in 'Taxi Driving'.

Initially there was resistance to training on the group from the drivers but working with the T&G Education department we have now trained 11 drivers on a five day learning representative course. They are part of the pilot group for the VRQ. We are also working to get consensus from the licensing officers to get them to agree to one way forward. We have put a bid in to national LSc (through the auspices of union learning fund) for a support worker to co-ordinate taxi/transport provision and are hopeful we should receive funding. We are also working closely with the Capital of Culture company on developing/delivering 08 welcome programme that will include taxi drivers.

- Driver and passenger security and safety. (**Julian**)
- Higher environmental vehicle standards. Continuing investment in the Hackney trade will see continued improvements particularly in the light of the requirements of the DDA.

6.79. These now form the basis of further work with the aim to get the taxi mode integrated into wider transport provision based upon a developing a standard taxi or private hire specification.

5 Year Programme

- More use of taxis to link with other demand responsive modes as part of the development of the DRT. (See also Bus Strategy and **Chapter 9**).
- Provide assistance to other modes such as night buses when there is a clear objective to clear the city and town centre as safely as possible, and in order to progress this effectively the proposals are integrated within TravelSafe.
- The Merseyside Taxi Training Scheme (MTTS) is being developed and will focus on Customer care and DDA issues. Funding will be sought from a wide range of agencies including operators the licensing authorities and a range of government packages and skill development organisations.
- The importance of a high quality taxi provision will be recognised by the provision of high quality taxi ranks, new information provision and better integration with the public transport network. This will be particularly important at key locations such as the Airport, Lime Street Station, City Centre and other key destinations.

Addressing the Shared Priorities

6.80. The role of taxis, integrated within the single integrated public transport network is important:

- They can reduce congestion by offering realistic alternatives to the car.
- Better vehicle standards will reduce emissions and improve air quality.
- They will be an important element in opening up new journey opportunities identified through the accessibility planning process.
- A high quality fleet can help to reduce road accidents particularly for leisure line activities in the evening and at night.

Coach Management Strategy

City Centre (Needs updating)

6.81. Coach parking will be a crucial element in support of the Merseyside Tourism Strategy, and will be particularly important for the Capital of Culture in 2008, and for major one off events such as the Open Golf Championships in 2006 and 2008. (These are discussed in Chapter 4).

6.82. The need to manage better tourist/visitor coaches into Liverpool City Centre is recognised in the City Centre Movement Strategy (CCMS) and the first Local Transport

Plan. In particular the need to formalise drop-off/pick-up points and ensure adequate longer term parking for coaches was highlighted. With increased activity in the City Centre, and the declaration of Liverpool as European Capital of Culture in 2008, the need to both better manage existing coach access and to plan for a future increase in the number of coaches has grown more acute.

6.83. The development of a City Centre Coach Management Strategy is now underway. It will take into account the disappearance of the present coach parking facilities at Kings Dock as the site is redeveloped from summer 2005. A planning condition has been placed on the development to retain 30 spaces on the site until new facilities have been identified.

Parking

6.84. New public coach parking facilities will be required by 2008 to replace the existing Kings Dock parking and cater for the increased demand from regeneration including the new King's Dock Arena and the European Capital of Culture generally.

Dropping-off/Picking-up

6.85. A number of new drop-off/pick-up locations will need to be identified to serve the City Centre generally and the Pier Head/Waterfront, Hope Street and Cultural Quarter areas in particular.

Information

6.86. A Coach Management Information Strategy is accepted as pivotal to the successful management of coach access to Liverpool City Centre.

Southport Coach Host Scheme

6.87. The increasing coach trade in Southport led to coaches being parked throughout the day in residential areas adjacent to the Southport Town Centre. This has resulted in numerous complaints about safety and amenity hazards as well as causing obstruction to private accesses.

6.88. To overcome this the Southport Coach Host Scheme, has been developed.

- 10 Coach Drop Off and Pick Up bays have been provided at six key sites within the Town Centre.
- When a Coach arrives at one of four bays, a Southport Coach Host will be available to meet it. The Host allocates a time and pick up point. The Coach Driver is then directed to the Esplanade Park and Ride site, where there is a secure Coach Park Area, with driver rest and refreshment facilities in a dedicated lounge within the Eco Visitor Centre.

6.89. As the Southport Regeneration Strategy gathers pace, with a number of new hotels and attractions planned for the coming years, the number of coach trips staying in the town is also growing.

5 Year Programme

- Further examination of a dedicated city centre site and on-street parking.
- Possible drop-off/pick-up locations are being investigated, including through shared use e.g. with loading/unloading bays.
- The production of leaflets and the development of a website are being investigated. Further possibilities include the establishment of a Coach Forum for the City Centre to bring together all interested parties including coach operators, the City Council and the major attractors.
- In Southport, at the secure coach park further facilities are planned including cleaning and sanitation facilities along with enhanced security ie upgraded lighting and CCTV.

Addressing The Shared Priorities

- Increased coaching to the City and other centres and to special events will reduce the levels of car journeys.
- This will reduce vehicle emissions.
- Coaches can provide increased accessibility to leisure activities.

They can assist with road safety by being operated to a high standard and reducing individual car trips. ([Public transport - Huw here](#))

Active Travel - Cycling and Walking

- 6.90 Walking and cycling are essential in delivering the objectives of the Local Transport Plan and the shared priorities for transport.
- 6.90 More walking and cycling as part of a successful transport plan will be achieved through better environments, reduced traffic speeds in certain areas, better training, information and marketing. Through these we have the potential to create high quality, liveable, sustainable communities, which focus on providing people's needs locally, and to create pleasant neighbourhoods where it is safe and attractive to walk, cycle and to play in the streets. There are major opportunities to link with the New Heartlands HMRI (**This is discussed in Chapter 9**) and other new developments, to improve access and transport for disabled people in the community and to support Merseyside's Accessibility Strategy.
- 6.90 In order to achieve this, the partners are delivering a new programme for '**active**' travel in LTP2, backed by an enhanced TravelWise campaign to market and enable increases in these modes. This will improve quality of life, contribute to better health, improved accessibility and reduce traffic related pollution and congestion. This enhanced package is reflected by the new Merseyside Cycling Strategy, Draft Pedestrian Strategy and new implementation plans for active travel adopted by the partner authorities.

- 6.90 Merseyside enjoys reasonably high levels of walking, but low levels of cycling in the majority of the area. The priority for walking as set out in the Road User Hierarchy, requires the creation of environments where people chose to walk because it is pleasant to do so, feels safe and presents a direct and easily navigable option. This requires integration of a range of infrastructure programmes, information and promotion. There are particular demands for disabled people. The first Local Transport Plan was supported by the Merseyside Walking Strategy (2002), The partners have refreshed and reviewed the strategy to reflect the increasing importance of walking and the role which the partners wish walking to have in a fully accessible, integrated transport network for Merseyside. The term pedestrian will be used to reflect the strategy's role in supporting the whole community. The vision of the Merseyside Pedestrian Strategy is to provide;
- “a safe, accessible, secure and clean local pedestrian network which can be enjoyed by the whole community, providing easy access to employment, health, educational and social opportunities across Merseyside, where appropriate through quality links to the public transport network”.
- 6.90 A draft Pedestrian Strategy for Merseyside has been produced (*ref Appendix*) which builds upon the work previously undertaken for LTP1. The Partners are committed to creating an environment which encourages walking by giving a high priority to all pedestrians which will lead to healthier communities and an improved quality of life for all. An overarching objective of the Pedestrian Strategy is to address issues of social inclusion in conjunction with the Merseyside Accessibility Strategy.
- 6.90 An even more comprehensive shift in the partners' approach to cycling is required to integrate high quality infrastructure design into the network and manage information, training and marketing effectively.
- 6.90 Cycling could play a greatly increased role for the journey to work, contributing to congestion, accessibility, air quality and safety aims. Increasing cycling will contribute to improved accessibility, to reduced congestion and healthier lifestyles by facilitating short trips such as local visits and the journey to school. (**The school run is described in Chapter 7**). The partners address priority areas for cycling, seeking to maximise potential in areas where cycling activity is higher and where links to key sites can be enhanced and marketed effectively.
- 6.90 Merseyside has excellent provision for integration of cycle trips with public transport. Cycles are carried without charge at all times on the Merseyrail network and City Line rail services as well as on Mersey Ferries. Cycle parking has been installed at the majority of stations and ferry terminals and enhancements to these and facilities and marketing of them will be used to maximise the potential for cycle and public transport combination trips.
- 6.90 It is recognised that a barrier to increasing cycle usage is fear of using the highway. Consequently, providing a consistent high quality of training is a priority for the partners. For LTP2, we are establishing a ground breaking joint venture, the Merseyside Cycle Training and Promotion Service, to deliver National Standard Cycle Training and potentially a wide range of promotional initiatives. The establishment of this service in January 2006 will ensure a sustainable initiative that contributes to the wider Road Safety, regeneration, health and social objectives of the Local Transport Plan. This innovative approach will be an important element of the strategy to ensure cycling becomes a respected mode of transport (*see example below*).
- 6.90 The emphasis on active travel supports the objective to ensure transport supports making Merseyside a healthier community and is a key element in strategies to address activity and obesity in all the PCT areas. A joint action plan is being developed with the health sector designed to closely link the 'Choosing Health' agenda and local physical activity targets

with transport. The link with the TravelWise initiative ensures that these agendas are closely integrated to maximise impact and effectiveness. **(See the TravelWise section).**

- 6.90 The Cycle Strategy, Pedestrian Strategy and Active Travel Implementation Plans, have set out a policy framework, infrastructure improvement and integration programme and marketing strategy which, **in the context of stronger demand management measures, and the speed management strategy???** will increase trips made by both modes. **(The cycling strategy is set out within Appendix 7, the Draft Pedestrian Strategy within Appendix ?).**
- 6.90 A wide network of cycle monitoring sites is being installed by all partners to further inform and measure implementation of the Cycling Strategy.

5 Year Programme

In order to achieve increases in cycling and walking, the partners are committed to:

- Implementation of the Merseyside Cycling Strategy (see Appendix 7)
- Adoption and implementation of the Merseyside Pedestrian Strategy as programmed.
- Development of integrated active travel implementation plans focusing on providing links to places of work, education and health care, particularly in support of school and other travel plans, and joining up walking and cycling provision with other schemes.
- Improving the monitoring regimes for both modes of transport with a network of automatic cycle counts in place early 2006 and increased attention on pedestrian activity through other traffic counts under review already.
- Investment in quality infrastructure to improve the environment for cyclists and pedestrians.
- Build and deliver joint programmes of action with the health sector to address common goals (see Chapter 7).
- Implementation of cycle routes linking to sites of education, employment, health and district centres and building intensive cycle provision, enabling and marketing initiatives in key areas (for example, where an increase in cycling can be readily fostered).
- Improved walking and cycling facilities at and links to public transport and interchanges.
- Improved integration of programmed works to include cycle and pedestrian audit and good design for cycling and pedestrians in all schemes, for example safety schemes and bus lanes.
- Improved use of the planning process to ensure good cycle and pedestrian access and facilities at new developments, supported by the Merseyside SPD.
- A programme of access audits, prioritising district centres and health sites in the first instance, implementing improvements through the implementation plans and then auditing other key points such as public transport.
- Integrating the Pedestrian strategy and Public Rights of Way processes including involvement of the Local Access Forum and linking the Merseyside Rights of Way and permissive paths networks with the support of Strat-e-Gis.
- Linking these delivery programmes to the TravelWise initiative and ensuring effective marketing. This will include production of a family of walking and cycling maps covering the Merseyside area.
- Launch and expansion of the new Merseyside Cycle Training and Promotion Service, ensuring a comprehensive National Standards Training package is on offer to support increases in cycling and Road Safety.
- Upgrades to Liverpool City Centre pedestrian environment to ensure a fully accessible, Disability Discrimination Act compliant area

- New Cycle Route - an extension to Regional Route 81. A new cycle link connecting Liverpool City Centre with the Liverpool & Leeds Canal and the Coastal Path in Sefton.
- New Cycle Route – St Helens part of Regional Route 82 linking Widnes and Wigan through local centres.

Addressing the Shared Priorities

6.90 Increased levels of cycling and walking are essential to achieve the four shared priorities for transport, the quality of life agenda and value for money.

- Cycling has significant potential to replace short car trips and to reduce congestion at key sites.
- Walking and cycling for short trips tackles those journeys which cause highest pollution from cars in areas where car journeys are undesirable.
- There is significant potential to improve accessibility by ensuring places are easily and safely accessible by walking and cycling. The Merseyside Rights of Way Improvement Plan is also contributing to assessment of key walking routes to improve access.
- Speed reduction is recognised as a key factor in encouraging walking and cycling and will be a strong element of the Road Safety strategy through increased 20mph zones.

Case Example – Merseyside Cycle Training and Promotion Service

The partners have identified that provision of high quality cycle training has a significant role to play in achieving more cycling more safely. In order to expand the quantity of cycle training being delivered and to deliver the new National Standard levels of training, the partners have worked collectively to establish a new Merseyside Cycle Training and Promotion Service. In partnership with the Community Interest Company 'Cycling Solutions' the partners will be delivering National Standard Training primarily to level 2 with year 5/6 primary schools. The service is designed to help meet corporate objectives for transport, road safety, health and the environment and also deliver benefits such as social inclusion, local economic regeneration and sustainable communities and to meet the following objectives:

- increase cycling trips
- improve cycle skills and road sense
- increase confidence to cycle
- create a positive perception of cycling
- encourage, enable and facilitate more people to cycle more safely and more often

The training programme will support schools encouraging cycling through School Travel Plans and provide enhanced value for physical and promotional initiatives carried out at these schools. Also, training will be used to assist Road Safety and social inclusion priority areas.

Rights of Way

- 6.91 Improvements to local rights of way (as defined in section 60(5) of the Countryside and Rights of Way Act 2000) have the potential to contribute in different ways to the key objectives of the LTP. In particular an improved network of rights of way, by contributing to encouraging walking and cycling, will assist with the reduction of congestion, improved accessibility, safer roads, and improved air quality. Rights of way can also contribute to many aspects of quality of life issues, including the prosperity of communities through the economic benefits arising from their use for recreational purposes, and to the health of those who use them. **(There are clear links with smart choices, cycling and walking).**
- 6.91 The importance attached to this issue across Merseyside is reflected in the jointly funded appointment of a Rights of Way Officer to be responsible for the contribution of the programme outlined below.
- 6.91 The highway authorities will carry out their statutory duties in respect of local rights of way:
- Maintain those rights of way that are highways maintainable at public expense.
 - Ensure that as far as practicable, the rights of way are not obstructed.
 - Signpost and waymark the rights of way to indicate their routes to the public.
 - Record on definitive maps and statements those rights of way eligible to be so recorded.
- 6.91 In addition, the authorities will seek to make improvements to the network of local rights of way in the ways set out below. The location and nature of the improvements will be guided by the outcome of the assessments to be undertaken as part of the process of preparing the rights of way Improvement plan, and also by the priorities of the LTP.

Physical improvements to rights of way

- 6.91 Such improvements could include surfacing, lighting, removal or adjustment of barriers. These can improve accessibility for those whose mobility is restricted as well as encouraging wider use generally.

Network improvements

- 6.91 These improvements could be the creation of new rights of way, or the change in status of existing rights of way, for example the conversion of a footpath to a shared-use cycle track or to a bridleway to facilitate horse-riding. If the need arises, routes which exist at present and are used by the public, but which are not public rights of way, will be formally created as public rights of way in order to guarantee their continued availability to the public in the future.

Information Improvements

- 6.91 In order to secure the benefits for the public offered by the network of local rights of way it may be necessary to invest in improved information. This may be information published, whether on paper or via a website, or it could be information on the ground, such as improved signing of routes to indicate where they go and which types of users they are available for.

The proposed timetable for the ROWIP is as follows:

- Assessment work to be completed by September 2006.
- Preparation of draft statement of action and consideration of draft statement and report on assessment LAF by October – December 2006.
- Consultation on draft plan as required by the Act (DEFRA guidance advises 12-week period) by January – March 2007.
- Consideration by officers and the LAF of comments received on the draft plan and decision on changes to be made as a consequence by April – June 2007.
- Approval by each of the Merseyside authorities of the final version of the plan by July – October 2007.
- Publication of approved plan by November 2007.

Addressing the Shared Priorities

6.91 In tandem with the cycling and walking strategies and supported by TravelWise, the introduction of the ROWIP offers significant areas of assistance to the shared priorities.

Best Practice: Wirral Way Country Park

The resurfacing of the Wirral Way has been an example of effective partnership working on an environmentally sensitive site to provide a route for walkers and cyclists. Also, for the first time in the Wirral Way's thirty year history, wheelchairs can now access the Country Park.

In 1973, the disused branch of the 19km railway from Hooton to West Kirby was opened to the public as Wirral Country Park. However, thirty years later and suffering from the pressure of 500,000 visitors a year, the Wirral section had deteriorated to such an extent that many parts were impassable with thick mud meaning that families with pushchairs had particular difficulty and people in wheelchairs were excluded.

A cross-departmental working group successfully bid for an additional £248,000 from Mersey Waterfront to resurface 4.3km of the route. The proposals were for a shared route for pedestrians and cyclists and a separate bridleway for horse riders. Improved access for maintenance vehicles was also a key requirement of the scheme as well as the use of recycled and sustainable materials.

The improvements have been an instant success with the park rangers reporting a considerable increase in the number of cyclists using the route and particularly, families on bicycles. Wheelchair users have finally been able to access the Country Park and the construction of a new disabled ramp to link the Wirral Way to Ashton Park and West Kirby has created a safe short cut to local shops, which avoids the main road. Work is now underway to improve the rest of the route from Thurstaston to the Cheshire County border.

(Huw Jenkins to supply more)

Informed Choices - TravelWise

- 6.91 Our approach to the integrated network is vital to meeting the targets we have set to meet our objectives, and underpin our approach to meet the shared priorities.
- 6.91 We recognise that to be successful will take more than infrastructure or service improvements, comprehensive information about not only the journey opportunities available to them but also to the alternatives that may be available to them in ways that promote more sustainable travel. In particular this relates to encouraging less car use of encouraging a shift of freight from road to rail.
- 6.91 We recognise that behaviour change will be a long term process and it needs to be seeking to provide the wider community as well as stakeholders with a clarity of vision and purpose, to communicate the strategy behind the LTP and to ensure that they are informed about the impacts of change and the possible choices that will have to be made about future transport provision. We need to both seek to *influence* change and

communicate our objectives and successes in ways that reinforce the possibilities of change.

6.91 In this regard our approach will have a dual focus; we must

- (a) Communicate the need for change by:
 - (i) ensure that all local partners are signed up to the need for change and actually promote it in their policies and programmes; and
 - (ii) prepare the ground with all stakeholders and the community for possibly more radical solutions that may come from the implementation of transport policy over the next 5 years at a national or regional level or through changes in direction that may be evidenced by the monitoring and performance management of this Plan.
- (b) Communicate the practicalities of change by:
 - (i) promoting and implementing smarter choices and building on our existing successful programme of workplace and school travel plans, developing car sharing arrangements and supporting the Merseyside SPD (see X); and
 - (ii) locking in the benefits of our investment programme by promoting the facilities provided and the successes of the programme.

To be successful we need to:

- (c)
 - (i) be clear about who we need to influence, and, through the clarity of our aims and objectives; and
 - (ii) What is the best means of influencing, and having clear messages with clear outcomes. These are the performance indicators and targets for the plan.

Information and Implementation

6.91 Following on from the critical review of the programme (see X) undertaken in the spring of 2005, extensive work has been undertaken to explore the potential for communicating Merseyside's transport strategy, aims and programmes, more effectively to both the public and stakeholders. As a result the partners opted to revise the way communications for LTP and TravelWise messages are handled in order to deliver a single, clear and comprehensive package of communications and marketing, utilising the existing successful TravelWise brand.

TravelWise and the active promotion of smart choices are an essential and critical element of the Merseyside LTP. The partners will use the TravelWise initiative to deliver a co-ordinated and comprehensive communications programme for the transport strategy and programmes. Building on local success and emerging best practice in this field, the partners are supporting a greatly enhanced programme to ensure good value from both

existing and new resources. To support this there have been increased financial resources made available via the Merseyside Joint Working Budget to fund the initiative and a permanent TravelWise team.

6.91 TravelWise will also have a core role in delivering the smarter choices agenda to:

- support delivery of the Merseyside Local Transport Plan shared priorities to address accessibility, congestion, air quality, safety and quality of life. **(These are described further in the following chapters).**
- support effective management of traffic growth as part of Merseyside's demand management strategy.
- support integration of transport, health, environment and land use planning sector working across common goals.

6.91 TravelWise communication will :-

- Set the context for the transport strategy and programmes
 - Raise awareness of the context and support for the strategy and programmes
 - Make a clear association between transport improvement and communication programmes across Merseyside
 - Promote improvements to services, facilities and infrastructure delivered through the LTP
 - Present sustainable transport as a positive, first choice option
 - Communicate the personal benefits of using sustainable transport
 - Make information about transport choices easier to find by a wider audience
- **Public Relations and Communications**

A clear, consistent and effective approach to communications is needed for the transport strategy. A comprehensive and effective approach to PR and communications is essential. The need to improve the handling of PR regarding the transport strategy has been recognised and agreed that additional PR support is needed. Progress towards securing a pro-active and re-active PR function to support the LTP communications plan is well developed.
 - **Branding**

A clear and unified approach to communicating messages is needed. The first element of this has been to devise a new brand for LTP and TravelWise messages that will be clearly identifiable, positive and able to reflect the diversity of policies and programmes contained within. In the coming months, specific programmes and campaigns will be developed within the overall brand.
 - **Launch**

The launch will be the starting point for rolling out the new approach to communicating the LTP. The aim of the approach set out here is to ensure a positive approach to the changes in transport which will come over the next five years and to achieve a greater consensus on the need to create, use and support a sustainable transport network which serves the people of Merseyside well.

Targeting and Performance Management

Because the influencing and communicating role of TravelWise is linked to meeting the objectives and targets of the plan, as well as providing a platform for possible future policy changes, it will become an important element of the performance management of our plan.

To do this more information is required about where messages can be most effectively targeted and how. A clear baseline is also required against which the success of the new approach will be measured over the lifetime of the LTP. Research is currently being commissioned to enable the marketing programme to be effectively positioned, targeted monitored and delivered, implementing good marketing practice and ensuring the investment is made wisely.

A new planning and evaluation structure has been introduced for TravelWise initiatives. As part of this process each area of work is being assessed against its contribution to relevant objectives. Planning and evaluation records have been constructed for each area of activity, enabling clearer assessment of the contribution that initiative has in the context of objectives and resource use. This will enable each initiative and activity area to be assessed more readily in the light of the research findings described above and as a result of this process, the programme will be revised to ensure effectiveness. This process of planning, evaluation and review will take place continuously and will ensure the effectiveness and impact of TravelWise interventions can be understood and developed to ensure value for money.

Developing the TravelWise Strategy

- 6.91 This will be a major element of the demand management strategy over the lifetime of the LTP in order that in the future, debates on issues such as congestion charging will be made from a more informed platform. Elsewhere in this Plan we describe how, at the moment there is little support for robust congestion measures such as road charging (**see Chapter 7**). With the health sector equally we will increase awareness and promote alternatives to the negative impacts of traffic such as noise and air quality, particularly for the more disadvantaged communities.

Implementation

- 6.91 The DfT's Smart Choices report states very clearly that TravelWise interventions cannot work in isolation but must be part of a supportive policy framework. TravelWise will continue in the coming years to ensure policy and delivery are mutually supportive in encouraging more sustainable transport use. The development of the Supplementary Planning Document on Transport, Accessibility Strategy and the joint programmes of action with the health sector discussed earlier are examples of this integration.
- 6.91 This approach has recently been greatly enhanced by the approval in principle of European funding of more than 1m euro for the MIDAS project to be led by TravelWise (through Merseytravel). The aim is to reduce energy use by promoting sustainable modes. ([More on MIDAS here](#))
- 6.91 TravelWise will encompass a range of travel awareness and behaviour change programmes within this strategy including marketing sustainable transport options and developing travel plans at schools, businesses and residential locations. These are set

out more fully below. A commitment has also been made to continue more detailed research to better inform the TravelWise initiative not only in targeting resources most effectively but also to assist in monitoring, evaluating and refining the programme from 2006-2011 to measure and ensure its effectiveness.

Quality of Life

6.91 The TravelWise programme will play a strong role in ensuring wider quality of life issues are incorporated into Local Transport Plan delivery. The TravelWise programme enshrines healthy, socially and environmentally beneficial lifestyle choices as part of a rounded approach to improving Merseyside. The initiative places transport in the context of attractive, sustainable communities which improve the quality of life for everyone which encompasses green and quality design issues, noise pollution, healthy food options as well as physical activity and other more obvious links. As transport continues to increase its contribution to climate change more quickly than other sectors, the role of TravelWise in reducing CO₂ emissions is also considerable.

Make Best Use of Existing Resources

6.91 The existing strong links to health, environmental, economic and social agendas place the programme in the wider context and many of the programme areas depend on effective engagement with the community and other sectors. The new approach to communicating transport strategy and programmes will assist the partners in ensuring value for money is gained from existing resources and new investments. The TravelWise initiative will deliver targeted campaigns in support of infrastructure and service improvements. The programme has and implements a strong monitoring regime which will be used to enhance effective design, implementation and monitoring of the initiative.

Health

6.91 The strong links between the objectives of the TravelWise initiative and those of the health sector have been made throughout the TravelWise programme to date. These include:-

- Increase activity by encouraging more use of cycling and walking and their integration with public transport.
- Relieving stress/wellbeing/mental health through greater use of active travel and reduced car use.
- Improved social inclusion, better access and information.
- Improved air quality by reduction of car use, relieving pressure on those with respiratory diseases.
- Facilitating lead role in encouraging greater use of sustainable transport through travel plans at health facilities.

6.91 The Merseyside Primary Care Trusts (PCT) have jointly established the 'Heart of Mersey' (HoM) campaign to address health issues including obesity, as well as access to fresh food. We will build on the close working arrangements that we currently have with HoM to develop joint campaigns.

- 6.91** A joint Transport and Health sector action plan has been developed with the PCTs, identifying key steps to ensuring effective working on accessibility and activity. This Plan also applies to key aspects of joint working on the Merseyside Accessibility Strategy (see Chapter 9). **A supporting statement from the Health Sector is included in Appendix 11.**

Implementing TravelWise

School Travel Plans

- 6.91 The importance of the school run as a major contributor to morning peak hour traffic is described in Chapter 7. School Travel Plans are a key element of addressing the problems. Development of Travel Plans will continue as a strong element of the programme, tackling congestion, safety, health and environment issues as well as engaging with the next generation regarding the impact of travel choices. Work with secondary schools will increase in coming years as the need to address flexible learning pathways increases. The School Travel Plan programme is also integrated with the Bus Strategy and the partners will be working to ensure that use of the most sustainable travel choices is maximised and that planning school services is supported by travel plan information and mechanisms. Merseyside's first School Travel Strategy is included as **Appendix 8.**

Workplace/Organisation Travel Plans

- 6.91 Many of the major employers in Merseyside are now engaged in travel planning and work will continue with these employers and the partner authorities themselves to ensure effectiveness of these plans. New travel plans will focus on key regeneration sites, particularly those within Liverpool City Centre, SIAs and other major developments, such as LJLA. Travel Plans will be used to help address the impact of traffic generation at these sites as well as to increase their accessibility. The potential to introduce a workplace parking levy on organisations not implementing a travel plan has been discussed by the partners and will be kept under consideration as a tool to manage traffic growth. In the next five years the programme will be strongly supported by planning requirements, which are envisaged to direct the majority of the work. This will encompass large employment sites, health sites, visitor attractions and residential developments and is supported by the development of the Merseyside Supplementary Planning Document on land use, transport and access.

Best practice
Add in a box with new brand

Best Practice: Alder Hey Hospital

Alder Hey Children’s Hospital Trust began work on their Travel Plan in 2001, when on site developments and parking issues rose to the fore and operational difficulties lead the Trust to examine effective access solutions.

A Travel Strategy Group was established at the hospital and consultation with staff ensued, including newsletters, briefings and a travel survey in 2002. Following further consultation internally, with a range of stakeholders and with local residents, the Trust’s Travel Plan was formally adopted in February 2004 and included a wide range of measures, primarily aimed at tackling journeys to work by car.

Marketing of sustainable modes has been a particular strength of the plan with regular updates using posters, internet links, weekly newsletters and special initiatives.

As part of the TravelWise support package for companies, a How to Get To Alder Hey leaflet was produced, highlighting site specific bus access information and the hospital travel costs scheme.

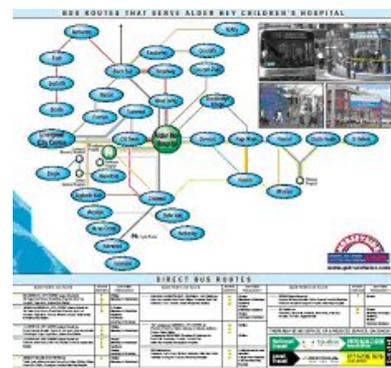
The leaflet is distributed widely among staff and visitors and helps promote the good services to the site.

In 2004, the Trust applied for a Merseyside TravelWise Travel Plan Grant to introduce new cycle storage facilities, offer cycle training and to market cycling as a positive, healthy travel choice starting with a cycling promotion event and leading into training. The target to double cycling has been exceeded as a result of this action with all the cycle storage allocated to employees cycling regularly.

Most recently, improvements were made on site to security, pedestrian pathways and car park management. Having begun to invest in the Travel Plan and alternatives, the Trust is planning to implement a new car park management strategy and to introduce charges.

In recent months the location of the hospital has been under discussion as part of the Mersey Future Healthcare capital investment programme. Throughout the process the accessibility of the site has been part of the discussion and the hospital have used Travel Plan information and Accession software to assess the alternatives. The Trust recognise the role of their Travel Plan in ensuring good access to the hospital and contributing to the Merseyside Access Plan and are continuing to work with the partners on these issues and the developing Strategy.

A further survey of travel behaviour is being conducted this year.



Public Transport Information and Marketing

6.91 Improvements to services and opportunities to present information in new ways will enable targeted marketing of public transport. Prolonged campaigns relating to major new schemes will be developed including extensive marketing of the enhanced bus routes and rail improvements for example. In addition campaigns will support

maintenance of current public transport patronage as well as raising the acceptability and attractiveness of public transport options. This is a crucial element of locking in the benefits of new infrastructure.

Personalised Travel Planning

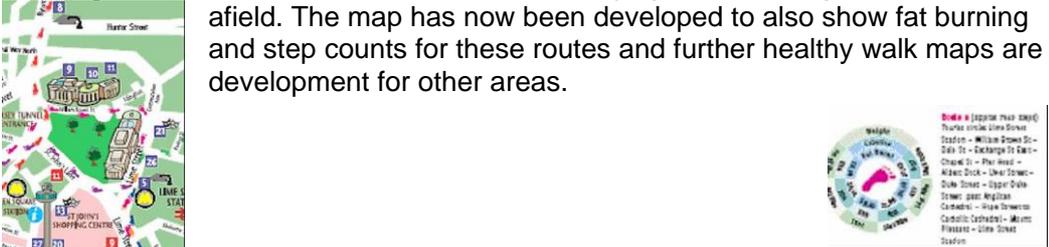
- 6.91 The need to market sustainable transport options at an individual level, with tailor made information and incentive packages is now more widely recognised. This approach has been piloted in Liverpool through the CATCH initiative (**see Chapter 8**) and will be developed to reach complete households through travel plan organisations and in support of new infrastructure and service improvements. There will be significant residential developments in Merseyside in the coming years and the opportunity to work with households through residential travel plans will be taken by the partners and is supported by the Supplementary Planning Document. The HMRI and New Heartlands present particular opportunities to address sustainable travel at the household level.

Walking and Cycling Promotion

- 6.91 The benefits of increasing active travel are wide reaching for transport, health and environment sectors. The need to market these modes is well recognised and will be taken forward in partnership with the health sector. A set of cycle and walk maps will be developed for local areas covering all of Merseyside and targeted marketing campaigns will take place through travel plan settings and more widely to support new cycle and pedestrian infrastructure development. Campaigns to build on the higher levels of cycling already experienced in some areas of Merseyside will also feature. The new Merseyside Cycle Training and Promotion Service will also form part of the marketing strategy for cycling, presenting a positive opportunity to communicate the benefits of cycling and enabling greater activity.

Best Practice: Encouraging Walking in the City Centre

The TravelWise team developed Liverpool's first Calorie map as part of the European CATCH project. The map highlights key walking routes linking offices, universities, public transport and visitor attractions and highlights the health benefits of making regular short trips on foot. The map has proved popular with a variety of audiences including students, office workers, visitors and employees in the city centre and further afield. The map has now been developed to also show fat burning and step counts for these routes and further healthy walk maps are in development for other areas.



Legend:

- Blue = (approx. 1000 steps)
- Green = (approx. 2000 steps)
- Yellow = (approx. 3000 steps)
- Orange = (approx. 4000 steps)
- Red = (approx. 5000 steps)
- Black = (approx. 6000 steps)
- White = (approx. 7000 steps)
- Grey = (approx. 8000 steps)
- Light Blue = (approx. 9000 steps)
- Dark Blue = (approx. 10000 steps)

Routes:

- Stadion - William Brown St - Dale St - Exchange St East - Chapel St - The Head - Albert Dock - Lower Street - Duke Street - Upper Duke Street - Great Anfield - Cathedral - High Street - Cathedral - Albert Dock - Market - Piazza - John Street - Stadion

Car Share/Car Clubs

- 6.91 The Merseyside TravelWise website hosts a Merseyside Car Share journey matching service for individuals and business/residential groups. Greater promotion of this site will support increases in car share and will include for example links to tunnel traffic. The potential for car clubs is being looked at as part of specific new developments and a Liverpool wide scheme is also under investigation.

Travel Awareness Campaigns

6.91 Awareness raising campaigns are a necessary precursor to all the behaviour change initiatives of the programme. As part of the relaunched campaign described above, this area of work will also include initiatives such as Walk to School Week and Car Free Day. Investment in awareness messages and association with TravelWise will be particularly important in the next few years to establish the enhanced brand.

Targeting – Integration

6.91 Crucial to the success of the TravelWise approach will be ensuring that messages are targeted effectively and are integrated with the infrastructure improvements of the LTP by all partners. Internal communications, expert marketing and PR support and revised evaluation programmes will all contribute to success in this area.

5 Year Programme

In order to deliver the strategic objectives and taking account of good practice in this field, the TravelWise programme for LTP2 will include the following:

- Rebranding, stakeholder and public launch of LTP2 and new TravelWise brand in order to:
 - Link TravelWise clearly to the broader, longer-term transport strategy for Merseyside, and its delivery through the new LTP
 - Build on the step-change in funding and profile of TravelWise.
 - Ensure that all stakeholders and partners understand the importance of TravelWise in relation to the implementation of the local transport strategy and other cross-sectoral objectives, such as quality of life, health and economic regeneration.
- Continuously apply this brand and raise awareness of sustainable transport issues to foster a more receptive environment for travel behaviour change activities, and policy changes.
- Develop and implement a new marketing and communications strategy.
- Target activities to support the shared priorities.
- Enhance the public relations function to support LTP objectives.
- Implement the agreed transport and health action plan.
- Develop the partnership with the Heart of Mersey campaign particularly in increasing physical activity;
- Develop the Merseyside Cycle Training and Promotion Service.
- Produce co-ordinated walking and cycling maps for all areas linking transport and health messages.
- Devise and implement targeted initiatives in support of new and existing infrastructure investment.
- Establish awards frameworks for travel plan assessment and incentives, linking to the Merseyside Travel Plan Grant Scheme.
- Engage travel plan co-ordinators in all sectors in targeted training and enabling events.
- Create effective communication materials to support campaigns, including travel plan resource packs, site specific travel guides and the website.
- Public launch of the Merseyside Car Share database.

- Conduct monitoring and evaluation of the enhanced programme and campaigns.
- Foster wider partnerships with a range of agencies and sectors.
- Ensure effective Travel Plan implementation continues in partner authorities.

7. THE SHARED PRIORITIES: CONGESTION

Chapter One has set out how this LTP is focussed on providing the right framework for the continued economic growth and social and economic regeneration of Merseyside, (and the wider Liverpool City Region). **Chapter Four** has set out the consequences of anticipated economic growth in terms of likely increases in demand for travel. The analysis has illustrated the gap between Merseyside and comparator regions in terms of GVA and the economic gap that remains to be closed. This anticipated rise in economic growth and personal wealth coupled with existing lower than average levels of car ownership, provide scope for large rises in personal travel. The same can be anticipated in terms of commercial and freight traffic.

The need for a safe, modern and efficient transport network to support the growing economy and ensure access to jobs and opportunities is critical for this and addressing the shared priorities. The LTP continues to build an integrated transport network covering all modes.

Our Aim:

To provide a safe and efficient transport network that supports regeneration and seeks to minimise delay and disruption.

We will measure our performance over the next five years by:

- Restricting traffic growth across Merseyside to 9.2%.
- Restricting traffic growth to Liverpool City Centre to 4%.
- Ensuring person delay is ?
- Increasing non car journeys to school to ?
- Maintaining journey times for HGVs to 2002 levels. (what is this?)
- Limiting the number of car parking spaces in Liverpool City Centre to 16,500 places.
- Numbers of people using Park and Ride.

Introduction

7.1. Monitoring and consultation suggest that whilst congestion is growing, it is not yet regarded as a major problem by decision-makers on Merseyside.

7.2. There is, however, a growing recognition that it is becoming an increasing problem, particularly in certain key locations, and that this could be detrimental to the well being of the area. There are several reasons for this, including:

- Limited congestion is seen as giving Merseyside a 'competitive edge' in investment terms, which would be diminished if congestion were to increase.

- It could have environmental and health impacts. Merseyside already has two Air Quality Management Area (AQMAs), declared in the City Centre and Rocket Junction at the end of the M62; both of these are largely due to the effects of traffic.
- It will harm the efficiency of the areas roads for freight and public transport which will affect economic performance.

7.3. We have the challenge of balancing the need to provide the right conditions for economic growth, and there are understandable concerns that restraint measures for transport will constrain economic growth, whilst safeguarding the efficiency of the network and providing protection for health and the quality of life. In this latter regard, there are particularly strong links with the Air Quality priority discussed in **Chapter 8**, and in the City Centre Integrated package described below.

7.4. We are proposing a package of measures that we believe will enable economic growth and increasing travel to be accommodated within Merseyside without causing congestion or affecting quality of life. We also believe that the implementation of the full range of measures will also prevent congestion in the long term. Our package includes:

- (i) Improvements and development of the single integrated public transport network and further enhancements to Park and Ride capacity and increasing rail capacity for passengers and freight. **(This is described fully in Chapter 6, the Merseyside Bus Strategy and Appendix XX).**
- (ii) Selective increases in highways capacity of key locations to assist our targeted growth areas around the City Centre, Mersey Ports and John Lennon Airport, particularly for the movement of goods. **(These measures are described more fully in Chapter 7).** To ensure efficient movement of public transport and freight, as well as avoiding impacts on air quality and noise that traffic congestion can bring, it is imperative that we maintain an efficient network.
- (iii) The effective utilisation of the NMD.
- (iv) This work will be backed up by the increasing implementation of ITS and LTC.
- (v) These measures will be underpinned by a range of smarter choice measures and the utilisation of our revised communication strategy. **(This is set out fully in Chapter 6).**

Network Management

7.5 The Traffic Management Act 2004 (TMA) provides the basis for achieving better conditions for all users of the national and local road networks, including pedestrians, cyclists and those on public transport. It does this by introducing new powers and duties on highway authorities to keep roads clear and traffic moving. The Merseyside authorities are now committed to adopting a coordinated and proactive approach to the management of networks both within their own boundaries and across into neighbouring authorities.

7.6 The Merseyside LTP partners support the aims of the TMA as it tightens the existing regulatory and legal framework to control works and disruptions on our roads and footways. This enables them to more easily address problems of congestion, delays and accidents whilst at the same time improving journey

times and hopefully, reliability. They thus recognise it and accept it as a critical element of the wider congestion strategy for Merseyside.

7.7 The partners have made good progress in implementing the provisions of the TMA and the Network Management Duty (NMD) in particular.

- All authorities have formally nominated a Traffic Manager of sufficient seniority within each Council to champion the need to consider the duty in all areas of its work and to allow interventions in all aspects of highways management. Appendix ? gives full details of the Traffic Manager for each of the authorities and how they can be contacted. It also gives an example of the relationships that exist with other service areas within one authority. Every authority will work in developing its own internal links based on this model to ensure that the requirements of the duty are not only understood by other departments but also to ensure that other Council policies and objectives are given due consideration when responding to the duty.
- For at least one of the partners, the Traffic Manager has overarching control over enforcement of the Highways Act, highways maintenance programmes and programme and project management of LTP initiatives that contribute to the delivery of the TMA. Hence the Manager is in a unique position to exercise significant influence and control over such interventions. It has been acknowledged in gaining formal approval by each authority to the nomination of their Traffic Manager that functions including Economic Development and Regeneration, Tourism and Leisure, as well as statutory responsibilities for safety and maintenance of the highway must be sustained and can bear upon the duty of network management. These matters are evidenced in reports approved by the relevant Councils.
- The partners have also begun to assess the resource implications of responding appropriately to the requirements of the TMA and the NMD. In doing so, they have in some cases already diverted revenue funding to resource new posts and procure operational support in the form of computer hardware and software (to provide improved recording and monitoring of works as also required under the New Roads and Street Works Act or NRSWA, for example). Alternatively, they have through in-house restructuring and the redistribution of functions, been able to divert resources to provide a clear focus for support staff within Highways Management teams. Here, the operational support has qualified and enthusiastic staff with wide ranging knowledge of the requirements of the TMA and experience gained through the NRSWA. Authorities are now making significant investments in training and information technology (IT) to aid delivery of the TMA and the NMD. It is estimated that the Merseyside partners will have allocated approximately £..... in revenue funding between them by 2007 to respond directly to the provisions of the TMA. This sum is likely to increase as more guidance on the Act and the Duty is issued by the Department for Transport.

- A Merseyside Traffic Managers' Group has been established to ensure effective cross-authority and cross-agency working. The Terms of Reference for the Group are comprehensive and are set out in Appendix ? The Group not only contains representatives from the constituent LTP partners, including Merseytravel and Mersey Tunnels, but it has also invited the following to participate in its meetings: Halton BC, Warrington BC, Lancashire County Council, Greater Manchester (through the Greater Manchester Traffic Management Act Group), Merseyside Police, Cheshire Police and the Highways Agency. It also intends engaging the Department for Transport (DfT), external agencies such as the Freight Transport Association (FTA), bus operators and other key stakeholders, the aim being to ensure that activities on the highway are coordinated to allow the expeditious movement of traffic within and across local authority boundaries.
- This forum has already allowed the Merseyside authorities to share its draft ITS strategy with its neighbours as well as their plans for demand management within the sub-region. In doing so, they emphasised that these plans will not only influence but also must also respond to the requirements of the proposed bus and freight strategies, and the proposals for road safety and air quality as referred to elsewhere in this LTP. It has also allowed our neighbouring authorities to provide initial comments on these proposals and to present their own proposals for responding to the TMA and NMD. Potential improvements in service delivery for road users have already become apparent and are being pursued.
- The Group thus provides a focus for the development and communication of a Network Management Strategy for Merseyside and cross-boundary liaison on forward programmes including planned major works and events. As these meetings develop it is intended that they be complemented by coordination meetings with utility companies taking place at a district level. Coordination of works on the highway will be further improved by the recent setting up of a Merseyside Street Works Group that has been established below the Traffic Managers' Group. It will explore matters including consistency of approach and is likely to expand its remit to take on the wider aspects of the TMA.
- TMA issues are also discussed regularly by the Merseyside District Engineers Group (MDEG) upon which the Traffic Managers sit as part of a much wider infrastructure maintenance, asset management and Urban Traffic Control (UTC) agenda. In addition, Sefton represents the Merseyside authorities on the North West Highway Authorities and Utilities Committee (NWHauc) and the National Street Works Highways Group (NSWHG) both of which have been instrumental in leading consultation and advising the DfT on aspects of the TMA.
- The Traffic Managers are also members of or are represented on the Merseyside-wide Congestion Group. This is helping to ensure close

alignment of TMA and LTP objectives specifically with respect to road/user hierarchy and managing the effects of predicted traffic growth and congestion. It also enables ownership of those targets and indicators relating to traffic growth and congestion to be closely monitored.

Each authority manages activities on its highways in a number of ways with the aim of satisfying the requirements of the TMA and NMD, and to reduce congestion. Appendix ?? sets out some of these processes and also outlines some of the actions the authorities intend to take to ensure they continue to meet their responsibilities.

Intelligent Travel Systems - email

Integrated Corridor Traffic Management

- 7.8. Our proposals for managing the highways through the Network Management Duty (NMD) will be reinforced by our approach to Integrated Corridor Traffic Management based on the Road hierarchy described in Chapter 6. This will be aided by the development of our ITS and LTC capability, which in turn is being examined to ensure wider benefits such as data collection and air and noise monitoring.

This will operate at two broad levels:

- (i) At the local level it will ensure the efficient movement of freight and public transport. It will include for example joint working with bus operators on the proposed punctuality improvement partnerships (PIPs) set out in the Bus Strategy. It will also form a key element of the Congestion Monitoring Corridors agreed with DfT.
- (ii) At the strategic level, it will involve continuing close collaboration with the Highways Agency (HA) to manage traffic to/from Merseyside and the national core network.

In order to represent a broad stakeholder consensus on the role of Intelligent Transport Systems (ITS) in the management of traffic on the Greater Merseyside strategic road network, an ITS vision has been developed. This is underpinned by a draft memorandum of understanding with the HA. **(Full details are contained within Appendix X).**

Figure X illustrates the linkages between the strategic and local systems, whilst Maps 7 (a) and (b) illustrate the proposed network.

(diagram from MP – from Murray)

A Merseyside Outline ITS Architecture

Merseyside ITS Strategy
ITS LTP2 Input for Merseyside

2.3 A Merseyside Outline ITS Architecture

The architecture diagram shown in Figure 1 is an interpretation of what is required in order to realise the ITS Vision for Merseyside.

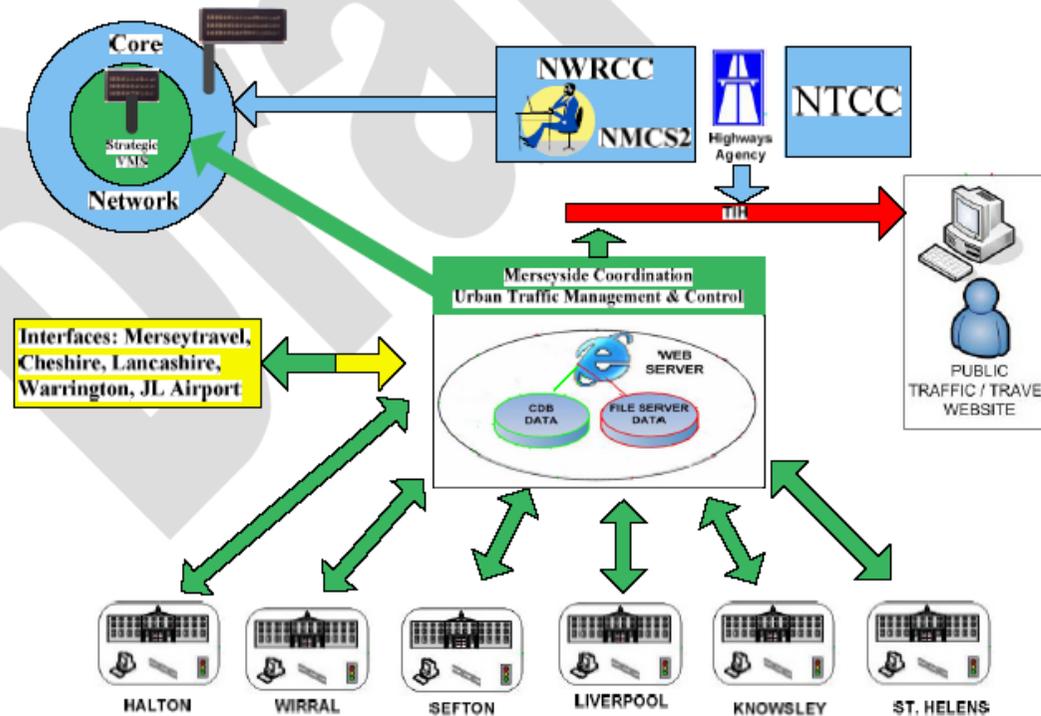
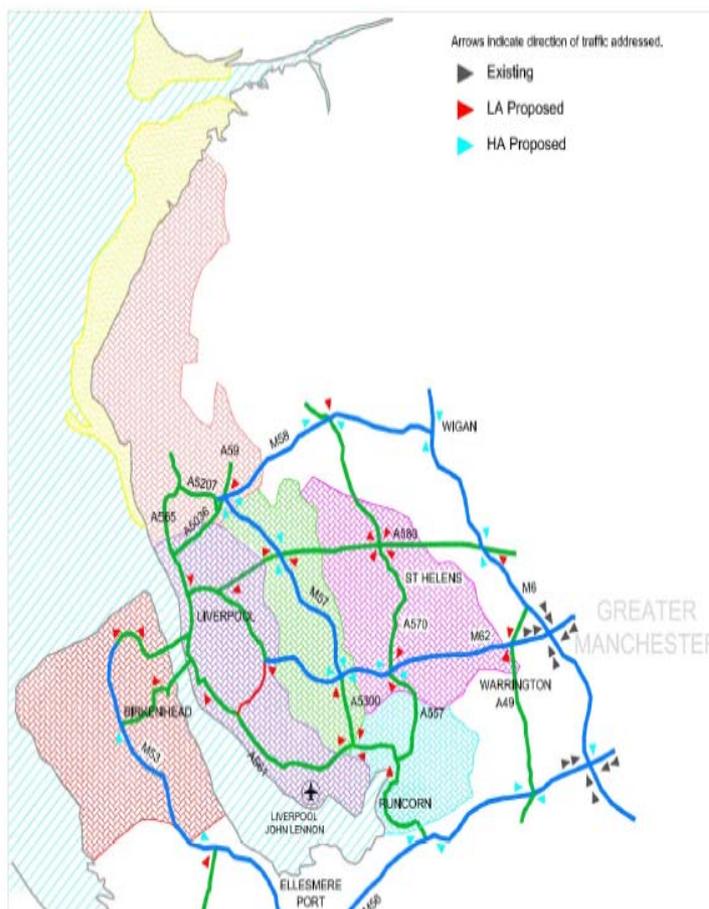


Figure 1: The Proposed Merseyside Outline ITS Architecture



- 7.9. At the strategic level ICTM is a project of regional importance to the greater Merseyside region bounded by the M6 motorway from junction 28 to the North and Junction 18 to the South. The Region consists of a network of motorways and trunk roads that are the responsibility of the Highways Agency, and key routes that are the responsibility of the five Merseyside Local Authorities, the Boroughs of Warrington and Halton, the Counties of Cheshire and Lancashire, and the region of Greater Manchester.
- 7.10. ICTM will play an important role in the management of long distance traffic heading to Liverpool air and sea ports and to events of national importance such as the annual Grand National at Aintree, British Open Golf Championship and Liverpool's European Capital of Culture year in 2008.

In policy terms, ICTM provides a unique opportunity to showcase intra-urban and urban-interurban management of the road network. As such, ICTM addresses head on the requirements and spirit of the Traffic Management Act's Network Management Duty.

ICTM will use cost-effective Intelligent Transport System (ITS) solutions such as Variable Message Signs (VMS), Closed Circuit Television (CCTV), traffic signal synchronisation and control office facilities for real-time information gathering, exchange and dissemination. This, in turn, will enable efficient management of the network and serve to:

- (i) Improve the movement of people and goods;
- (ii) Reduce congestion and travel time;
- (iii) Enhance public safety; and
- (iv) Provide accurate and timely traffic and travel information for road users, transport agencies and the public in general.

The Integrated Corridor Traffic Management (ICTM) project will build on many individual tools already implemented or planned across the region, and add new ITS tools to enable area-wide strategic management of the road network. It is envisaged the project will consist of a number of distinct phases, namely:

- (i) A Study Phase which will investigate the current situation from an organisational, technical and financial perspective;
- (ii) A Design Phase that considers the possible integrated system solutions for the delivery of ICTM and planning of new roadside infrastructure;
- (iii) A Specification and Procurement Phase for all necessary equipment hardware, software and support services; and
- (iv) An Implementation Phase covering site supervision, testing and commissioning.

The programme below shows and implementation plan for the four phases of ICTM. The programme is indicative, but reflects best current estimate.

| ICTM Project | 2006 | 2007 | 2008 | 2009 | 2010 |
|----------------------|------|------|------|------|------|
| Study Phase | | | | | |
| Design Phase | | | | | |
| Procurement Phase | | | | | |
| Implementation Phase | | | | | |

At the local level work has now started on the separate but complimentary Variable Message Signing project in Liverpool which is to be completed in 2 phases: phase 1, the sign locations shown in pink and the central control system is planned to be completed at the end of February 2006, and phase 2, the remaining signs, shown in blue, and commissioning of the UTMC common database is planned to be completed in April/May 2006. Not shown on the diagram below but also part of this project are 6 signs in Wirral.

(2020 Map from Murray)

Existing Situation

7.11. Figure 7-1 shows that traffic growth overall has been in a range from 7%-10.5% depending on figures used the previous 5 years.

Figure 7-1: Range of traffic growth on Merseyside

| Traffic Levels: 1994-2003 | | | | | | | | | | |
|----------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------------------------|
| Merseyside 1996 Base | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 (Jan – Mar only) |
| | 100.00 | 100.16 | 100.99 | 102.21 | 102.24 | 102.66 | 104.67 | 105.73 | 106.82 | 107.42 |

Source: MIS Traffic database

| Estimated traffic flows for all motor vehicles: Merseyside 1993-2003 (Million vehicle kilometres) | | | | | | | | |
|--|--------|--------|--------|--------|--------|--------|--------|--------|
| Merseyside | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
| | 100.00 | 101.14 | 102.47 | 103.84 | 104.49 | 105.36 | 110.28 | 110.57 |

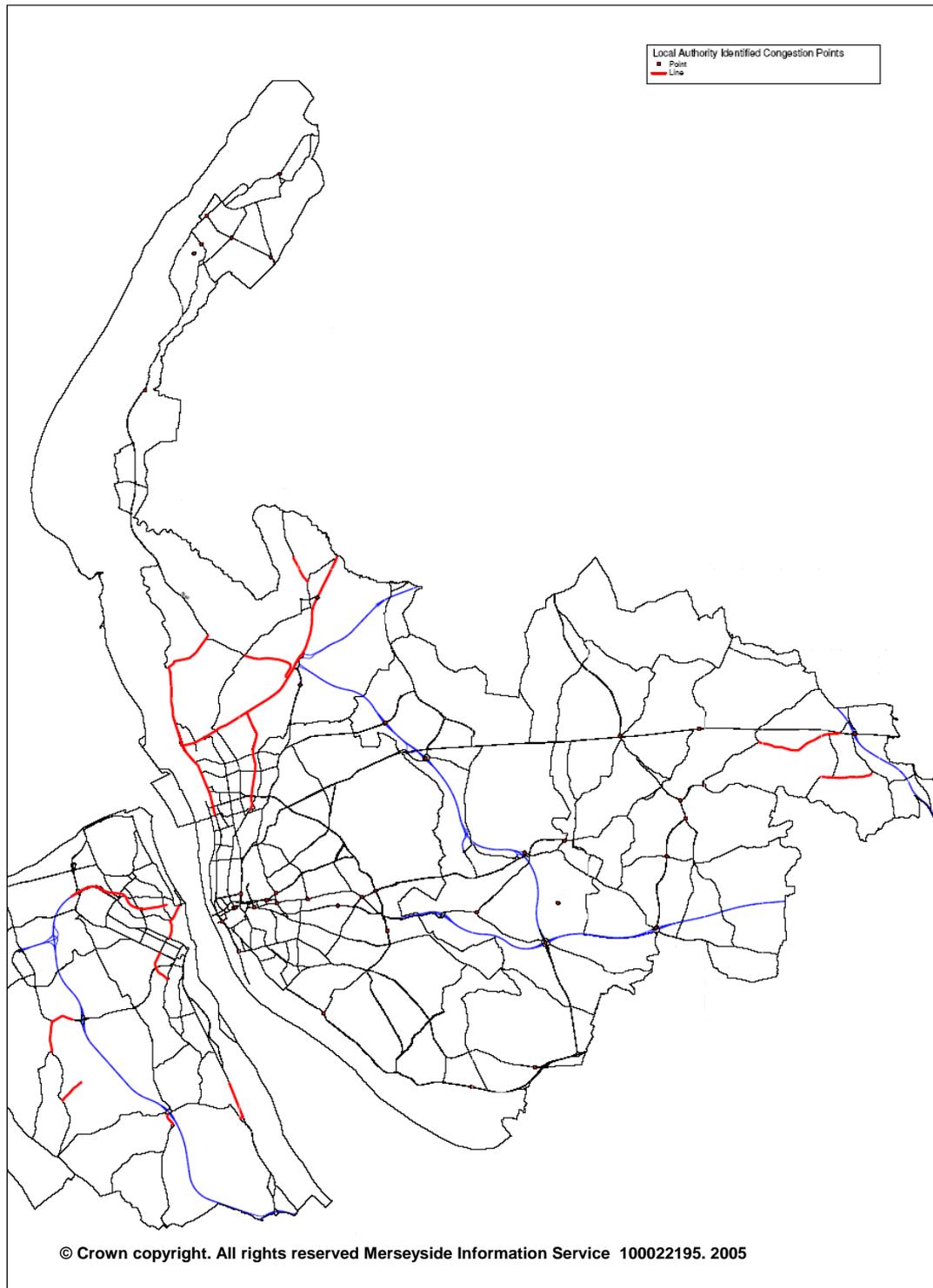
Source: Department for Transport's National Road Traffic Survey

(to be updated)

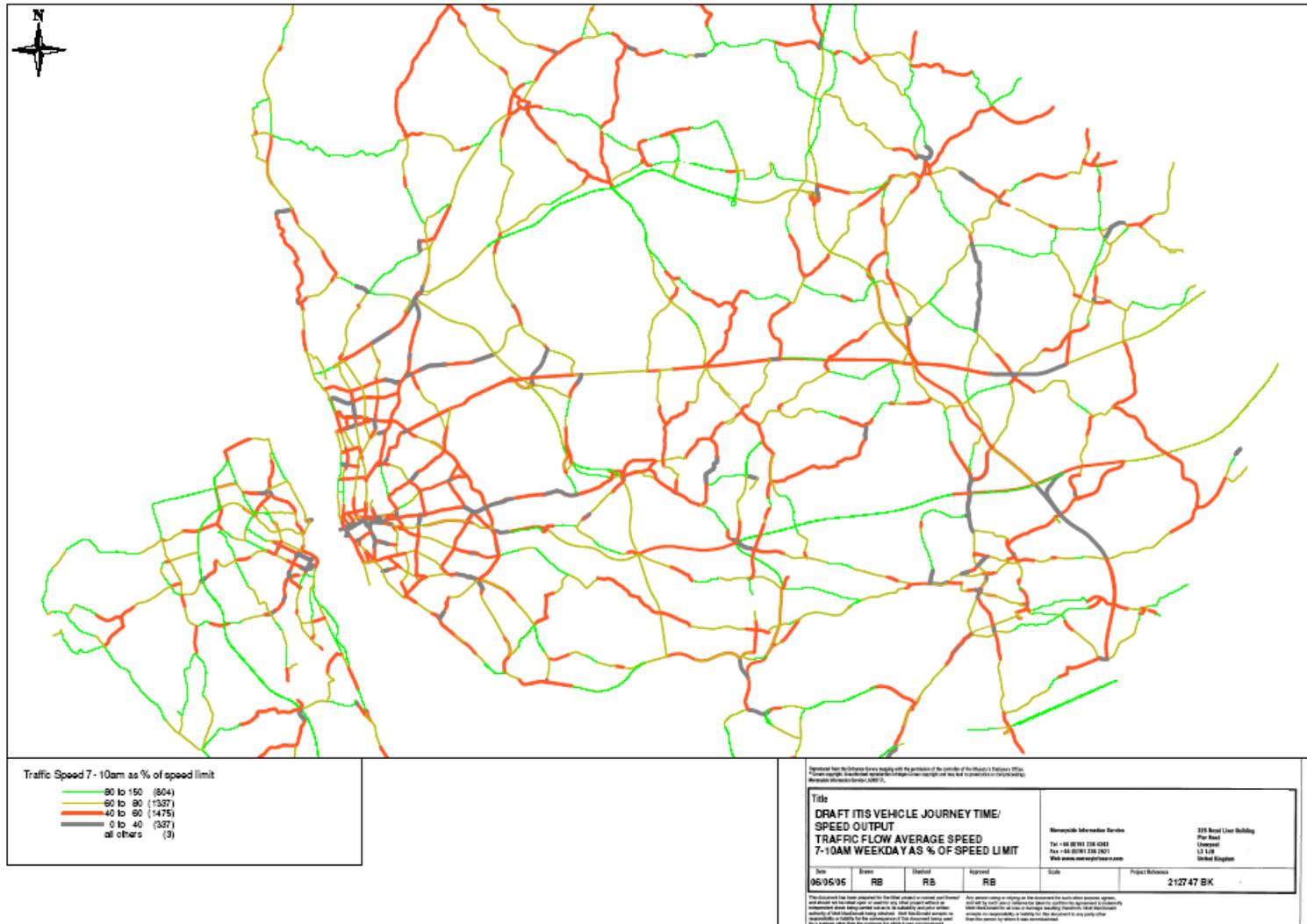
7.12. Map 7-1 shows locations where local authorities consider that there are currently examples of localised congestion, whilst Map 7-2 shows draft output using DfT, ITIS data of those parts of the network operating at below the speed limit in the am peak. This data source will be fully utilised for congestion analysis as updated networks and more recent data is supplied by the DfT. (To be updated).

Map 7.X shows the locations of where congestion is having an impact on bus operation ([Map from Huw here](#)).

Map 7-1: Local Authority Identified Congestion Spots



Map 7-2: Low Average Speeds



7.13. In the first LTP a number of targets were set relating to traffic growth, based on an assessment of likely economic growth and trends in car ownership. These are set in Figure 7-2. Figure 7-3 illustrates the difference between the targets and the actual.

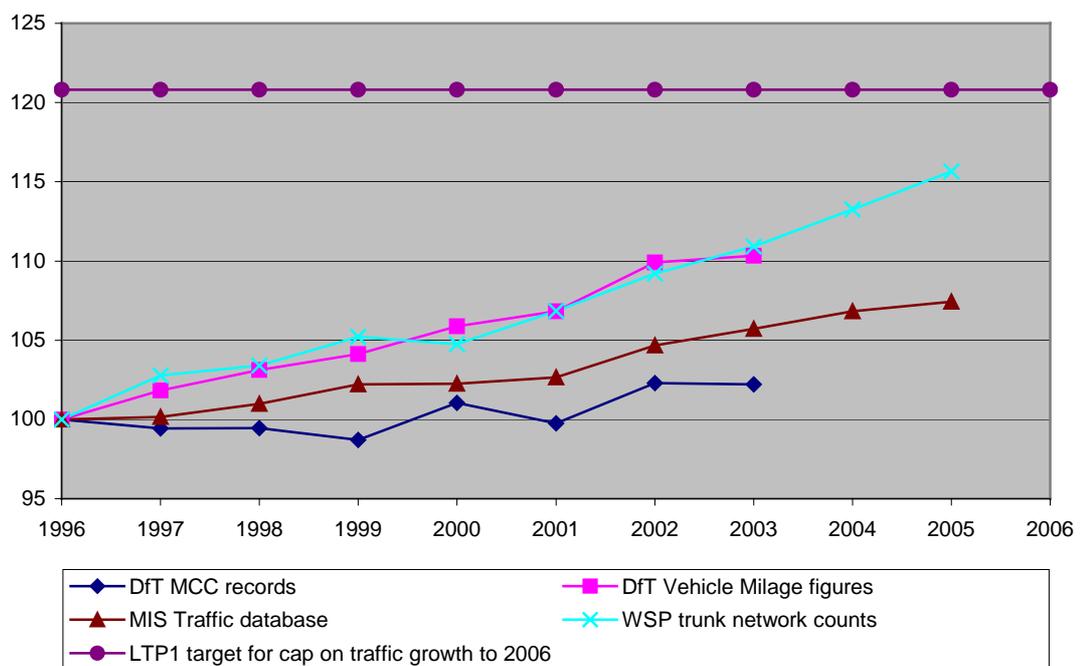
Figure 7-2: Merseyside’s Road Traffic Targets (2000)

| Year | Target for Total Traffic |
|------|--|
| 2006 | Growth not to exceed 20.8% against 1996 (measured in vkm on all roads) |
| 2011 | Growth not to exceed 29.2% against 1996 (measured in vkm on all roads) |

Source: Merseyside LTP – RTRA 2000

7.14. We are extending the 2006 cap target to apply through the LTP period to 2011 to try and ensure congestion does not begin to affect economic activity and efficiency. Figure 7-3 shows the current traffic growth is well within the 2000 target.

Figure 7-3: Traffic growth on Merseyside compared to the LTP1 target



(Source)

7.15. The supplementary LTP for September 2000 added an additional revised target of 0% growth in the main centres.

7.16. As noted traffic growth across Merseyside has been within the target set in the first LTP. However, for the City Centre this has not been the case as traffic has grown by 4%. This is discussed in more detail in the section below concerning the city centre.

Future Projections

7.17. Figure 7-4 and 7-5 below illustrates the anticipated range of growth in traffic and car ownership over the longer term to 2021.

7.18. There is a considerable variation within these different measures of traffic growth. The measure being used to track traffic for mandatory performance indicator LTP2 (see chapter 13) is the DfT's vehicle mileage data. However, in the past the local authorities have used their own traffic count index (non mileage based). The local authorities will be examining the data requirements to calculate their own vehicle mileage figure as their own counts are based on a much larger sample size than the non national statistics compliant figures provided by the DfT. (What are we saying about this?)

Figure 7-4: NTEM car ownership projections

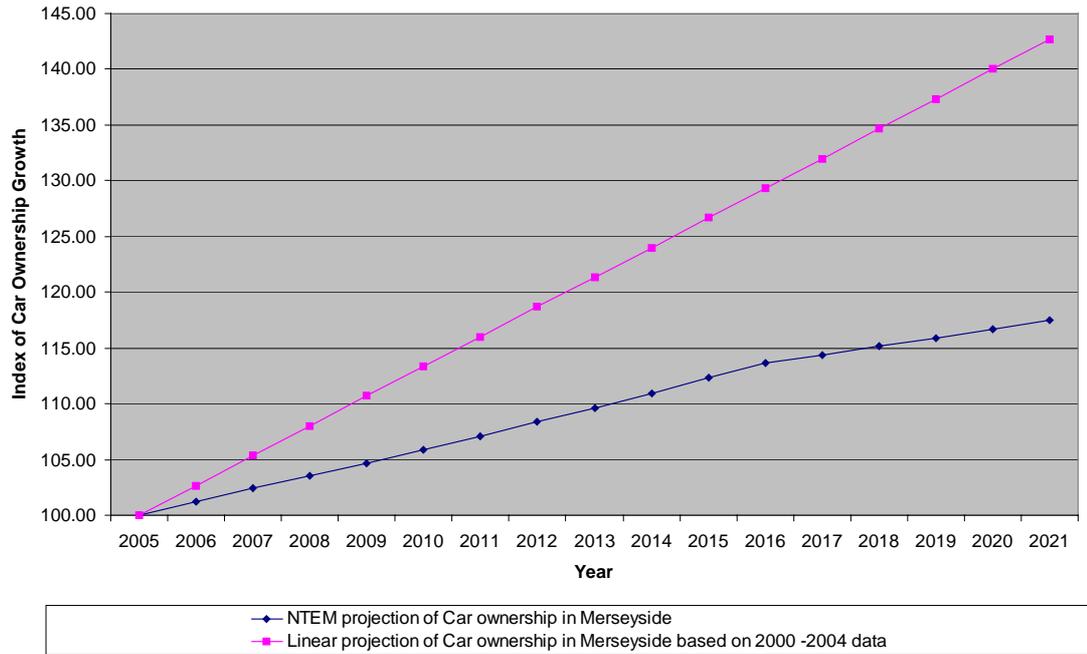
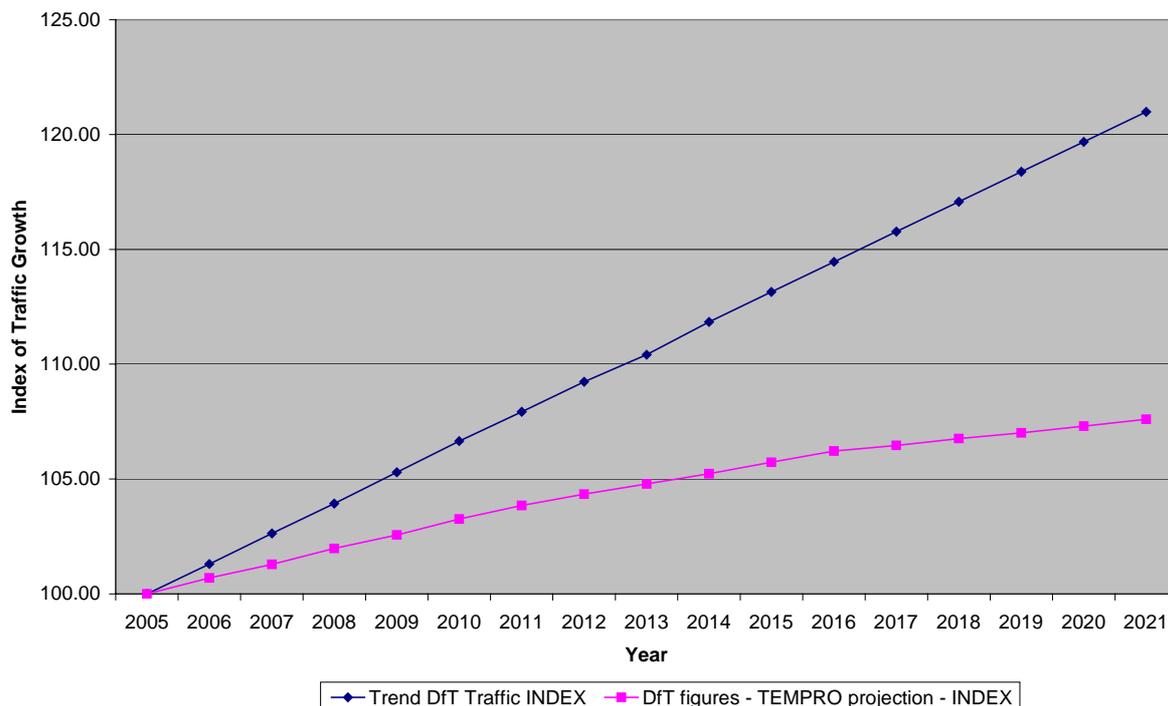


Figure 7-5: Merseyside traffic growth projections



7.19. As described in Chapter 4, the Merseyside LTP partnership are developing a Merseyside Strategic Model (MSM) (full technical details are provided in Appendix 5). To date the am peak has been modelled; other time periods will be modelled and will be reported in the 2006 LTP Delivery Plan.

7.20. There has been close collaboration in the development of the MSM with work undertaken for the LCRDP such that the five economic scenarios tested for the LCRDP are being modelled for their likely impact on traffic levels and transport demand.

7.21. More particularly as was described in Chapter 4, a detailed assessment of anticipated economic development and employment creation has been undertaken. In the period to 2011 this showed strong growth in:

- The City Centre;
- John Lennon Airport;
- The Mersey Ports; and
- A number of Strategic Investment Areas (SIAs) (These were shown in Chapter X);

It is likely that the levels of economic growth and employment creation particularly in the City Centre will be where increasing travel demand is likely to lead to possible congestion effects.

Map X shows the main corridors we have agreed that person delay monitoring will be undertaken.

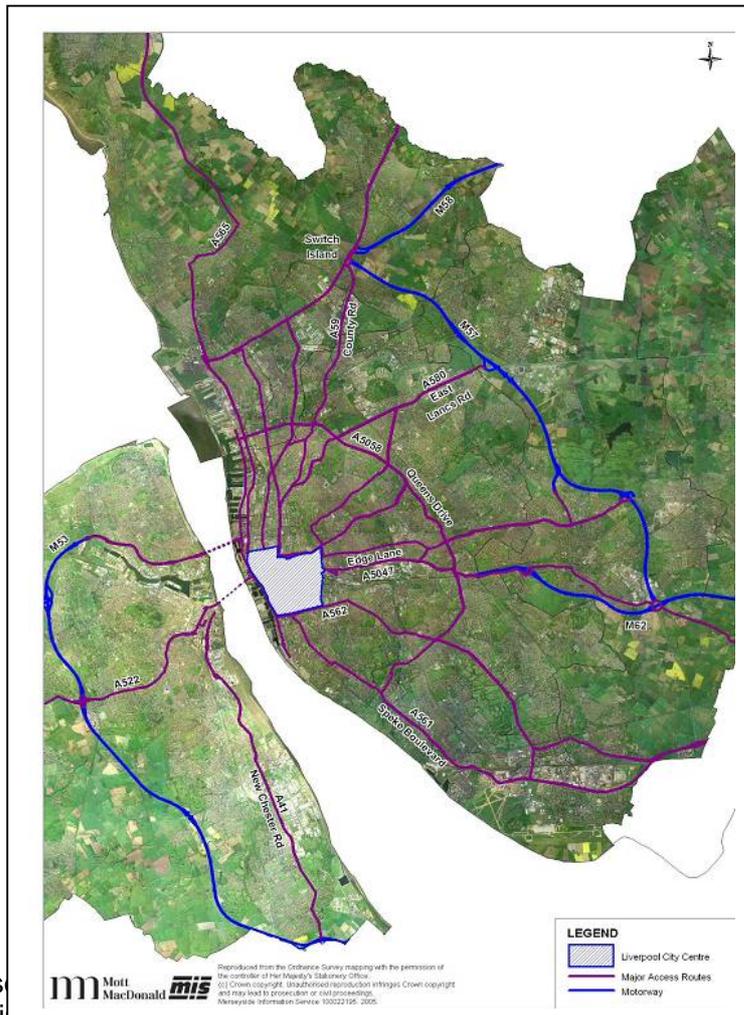
In common with other areas, there is also a particular problem of congestion affects caused by the school run. Our approach to dealing with this issue is described in 7.X.

The MSM illustrates the following scenarios. (Results of MSM here).

The Challenge

7.22. The City Centre poses perhaps the biggest challenge for the second LTP. It is considered to be the main economic driver with half of all anticipated jobs on Merseyside being located in the centre to 2010. They will include the Kings Waterfront, the Cruise Liner facility, and the Paradise Street Development Area, (PSDA). It is of fundamental importance to the economy of Merseyside as a whole. Much of the centre is a World Heritage site which brings a range of sensitive planning and development concerns. In addition, during the lifetime of the first LTP, peak-hour traffic into the city centre has grown by 4%. Map 7.3 shows the location of the city centre.

Map 7-3: City centre location



7.23. The s... that it is considered unrealistic to anticipate 20% frame growth into the City Centre over the lifetime of the next LTP. The European Capital of Culture events in 2008 (the mid-point of the second LTP period) will involve a range of events and are forecast to draw 11 million visitors to the region; the potential long-term legacy of these visitors for the profile of the region and ongoing tourism-related growth beyond 2008 is considerable.

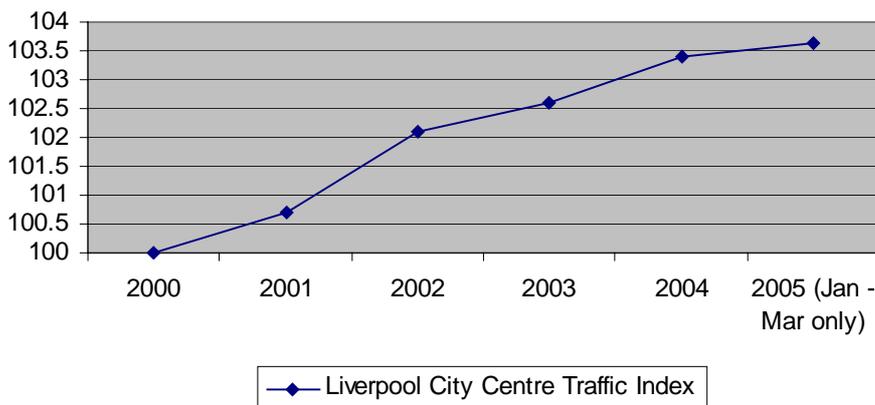
7.24. These changes will create greater pressures on the transport infrastructure in the City Centre. Traffic into the centre has grown by 4% since 2000, and it is already a declared Air Quality Management Action Area (AQMA), largely as a result of emissions from vehicles.

- 7.25. The LTP partners accept that it is important to face the challenges presented by the need to support the growth of the centre, because of its critical importance to Merseyside, whilst taking robust measures to improve air quality and other environmental improvements in a realistic and balanced way.
- 7.26. The sub-regional partnership take the view that, notwithstanding the recognition that increased traffic growth will have impacts on congestion and quality of life, it is not considered that congestion is at a level where charging is appropriate to Merseyside. There is a view that ‘congestion charging can’t be appropriate for a city still giving gap funding for office development’.
- 7.27. It is therefore considered that a range of demand measures are more appropriate at this time and can provide the correct level of encouragement for sustainable transport options and alternatives to the car over the lifetime of the second LTP. The City Centre requires an integrated package of measures that gives priority to sustainable modes of travel. These measures will address both the challenges of congestion and air quality.

Impacts of Traffic Growth

- 7.28. Over the lifetime of LTP1, traffic growth has been experienced within Liverpool City Centre, despite a target set in 2000 of zero growth. This is due to the quicker than anticipated growth in economic activity. Figure 7.8 shows this.

Figure 7-6: Liverpool City Centre Traffic Index



- 7.29. This situation has not in itself created severe congestion or journey reliability problems in the city centre, and is reflective of the additional capacity built into much of the city centre’s infrastructure during the 1960’s and 1970’s.

The City Centre – An Integrated Package

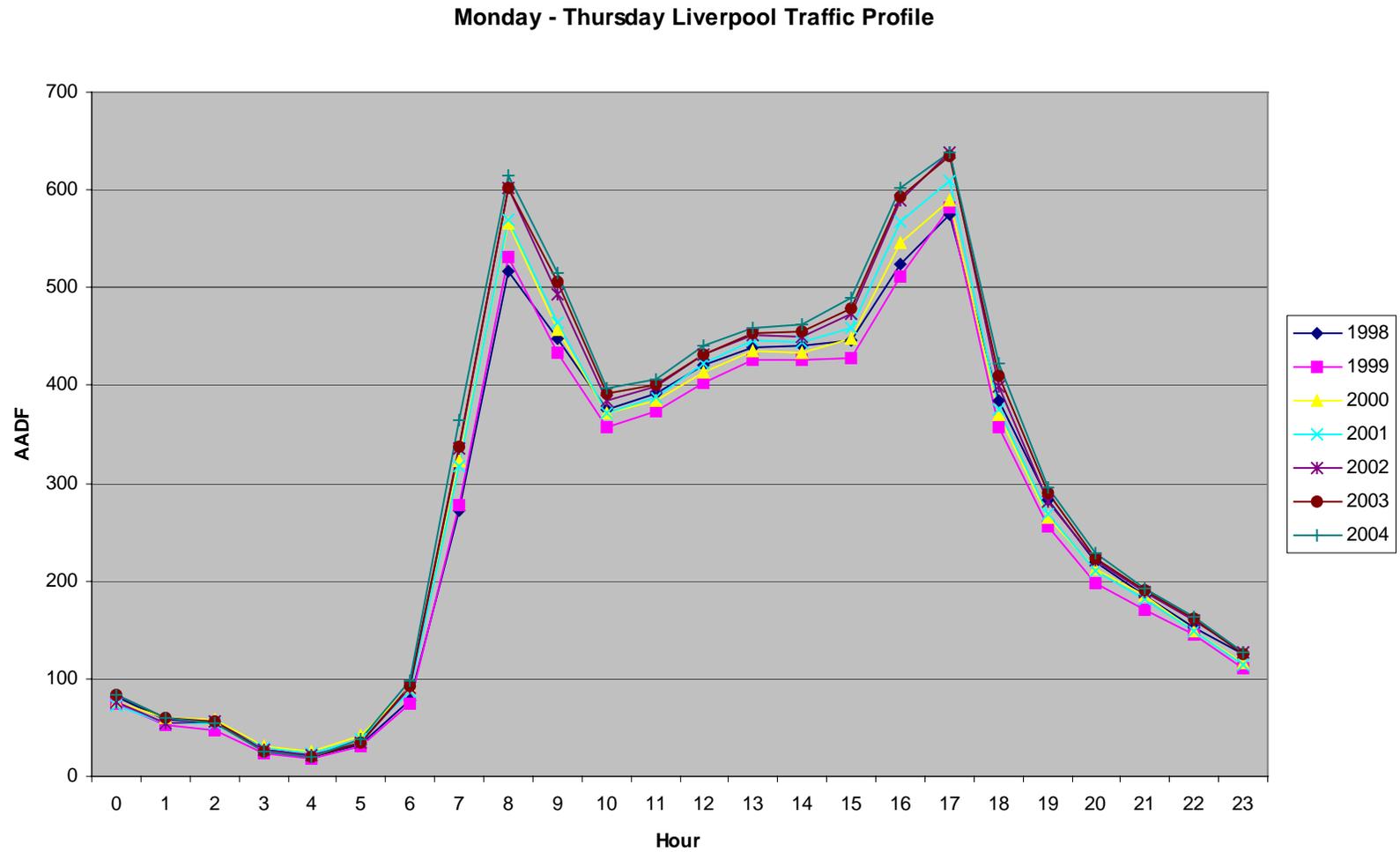
- 7.30. Figure 7-6 shows some evidence that an increasing proportion of people in Merseyside have a journey time to work of less than 20 minutes. This is likely to be due to an increase in home working and city centre living. Both of these are elements of a vibrant, modern city region that can engage in more sustainable patterns of living.
- 7.31. Figure 7-7 shows the profile of traffic levels accessing the city centre. It shows no evidence of growing peak shoulders emerging in the past 7 years. This is further evidence that there has been sufficient existing capacity in the system at peak times to accommodate growth, and that congestion has not yet reached sufficient levels to dramatically influence people's journey choices.

Figure 7-7: Merseyside Travel to Work Time 2001 to 2003

| Year | Proportion journeys completed per travel time (%) | | | |
|------|---|----------|----------|----------|
| | <20 mins | <40 mins | <60 mins | <90 mins |
| 2000 | 43 | 83 | 94 | 99 |
| 2001 | 43 | 83 | 94 | 99 |
| 2002 | 42 | 84 | 94 | 99 |
| 2003 | 46 | 84 | 94 | 99 |

Source: Regional Transport Statistics 2004

Figure 2-7



7.32. This situation is not unique to Liverpool; traffic growth in Leeds, for example increased by some 4% between 2000 and 2003, although a reduction in traffic of around 1% was witnessed between 2003-2004. This reflects the view that cities such as Leeds are currently ahead of Liverpool in their regeneration and reflects the fact that trends such as city centre living began much earlier. Like Liverpool, however, Leeds experiences air quality challenges and has declared two Air Quality Management Areas.

7.33. Whilst the contribution of general traffic is fully understood the Air Quality Management Area shows that the Stage 4 air quality assessment source apportionment noted the predominance of HGVs in terms of Nox emissions. This may increase in importance with the opening of the new retail centre in the city centre. The numbers of buses in the city centre, which have grown in the deregulated era, have until recently resulted in a fleet of variable quality. However, there is welcome evidence of increasing investment following recent changes in ownership and this should have a beneficial impact on the City Centre. **(This is discussed more fully in Chapter 8 and within the Merseyside Bus Strategy attached as Appendix X).**

Based upon the evidence we now have we anticipate the following impacts on the City Centre (**RB/MSM figures here**).

7.31 **A Programme for Action – An Integrated Package**

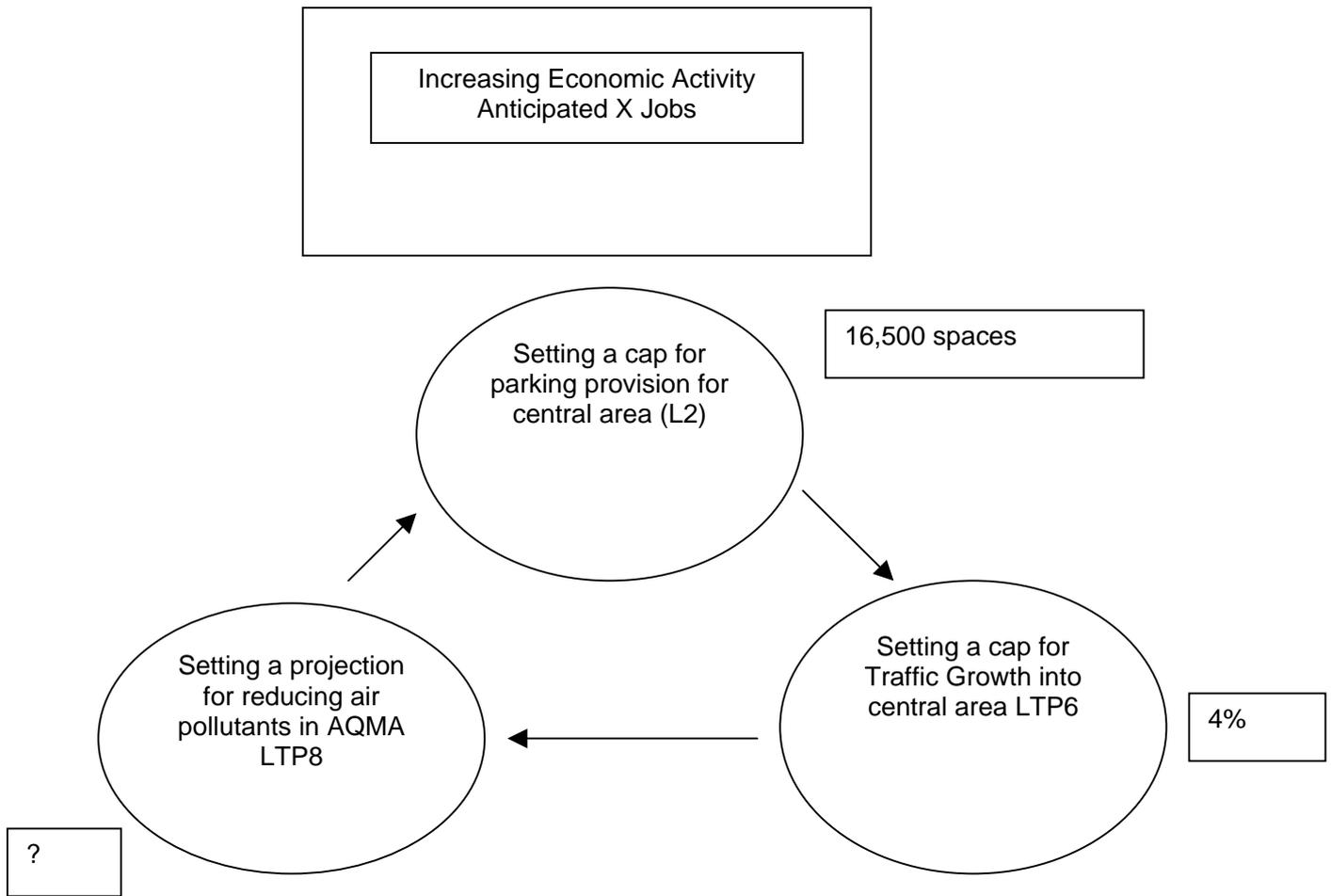
To manage traffic growth in to the City Centre and preserve its unique urban fabric will require an integrated package of measures.

We have set targets for these performance indicators for the city centre which have to be dealt with collectively as they each impact upon each other. Figure X illustrates this.

(RB Triangle here)

Figure X shows the package of measures that will be put in place to meet our City Centre targets. They need to get together to be successful.

City Centre: Target Linkages



| Intervention | |
|---|---|
| <p>City Centre Movements Strategy Phases 2 and 3</p> | <ul style="list-style-type: none"> - Improved cycling facilities - Improved pedestrian environment - Highways improvements - Improved freight distribution |
| <p>Single Integrated Public Transport Network. Rapid development of the Single Integrated Public Transport Network, and in particular:</p> | <ul style="list-style-type: none"> - Merseytram Line 1, linking Liverpool City Centre to Kirkby. In the city centre the line provides interchange with Lime Street Station, and bus facilities at Queen Square and Canning Place. It also provides direct links to the Paradise Street Development, Albert Dock and King's Waterfront. - Merseytram Line 1A- the completion of the Merseytram City Centre Loop linking from Canning Place via the Pier Head to Lime Street. The completion of the Loop will provide additional interchange opportunities with Mersey Ferries, and Moorfields Station, and provide additional connections to the Waterfront, the Commercial District and the Cultural Quarter. - Introduction of Merseytram Line 2 & 3 services to provide high quality links to/from the city centre, including strategic park & ride sites and Liverpool John Lennon Airport. |
| <p>Single Integrated Public Transport Network</p> | <p>Merseyrail improvements and expansion; It is considered that the network is a major asset and resource to the City Centre and largely unique in the UK because of its extent and city centre underground section. Improvements to Central Station as a gateway to the Paradise Street Development Area scheme and rail/bus interchange at all four underground stations will be progressed, including new interchange facilities at James Street (insert photo map of</p> |

| | |
|-----------------------------------|---|
| | <p>city centre sharing underground at Lime Street).</p> <p>The Lime Street Gateway. This will include internal improvements to the mainline station and improved connections to the Merseyrail network, Merseytram and buses.</p> <p>Expanded Park and Ride capacity is planned with significant capacity increases on the Merseytram network.</p> <p>Construction of a new terminal facility for Mersey Ferries at the Pier Head</p> <p>Improved bus interchange facilities, and</p> <p>Major improvements to the Merseyside bus fleet, including the continuation and extension of city centre CATCH bus services.</p> |
| <p>Car Park Management</p> | <p>Cap the total number of off-street publicly available car parking spaces at 16,500.</p> <p>Reduce the proportion of commuter parking in off-street car parks.</p> <p>Keep the total amount of Private Non-Residential (PNR) car parking spaces to a minimum.</p> |
| | <p>Keep the number of private parking spaces made available for City Centre residents to the minimum consistent with supporting the forecast expansion in City Centre living.</p> <p>Ensure adequate car parking facilities for the mobility impaired at key locations throughout the City Centre.</p> <p>Ensure adequate bicycle and Powered Two Wheeler parking throughout the City Centre.</p> <p>Monitor car park provision and usage on a quarterly basis up to 2008 and annually thereafter.</p> <p>Review and benchmark tariff structures on an annual basis.</p> <p>Develop a common approach to car parking provision across Merseyside.</p> |

| | |
|-------------------------------|--|
| | <p>provision across Merseyside.</p> <p>Develop all parking policies, strategies and action plans on a partnership basis.</p> <p>Investigate public transport links between car parks.</p> <p>Examine workplace charging.</p> |
| Intelligent Transport Systems | <p>Introduce comprehensive VMS for city center car parks by 2008. This part funded by Grosvenor as part of the Paradise Scheme.</p> <p>Intelligent signage, to improve vehicle circulation within the city center and to control unnecessary circulation.</p> |
| Smart Choices | <p>Support this by examining car clubs and car free living.</p> <p>Build on the CATCH project to explore car free housing and car clubs.</p> |
| | <p>Take forward proposals in the MDAs project.</p> <p>Work with Chamber of Commerce to establish a wide ranging and proactive travel plan programme for the city centre.</p> <p>Work with Merseytravel to establish joint promotional and marketing initiatives to discourage car usage.</p> <p>Promote cycling and walking.</p> |
| Air Quality Management | <p>Examination of Low Emission Zones.</p> <p>Develop CATCH project to introduce cleaner vehicle technology operating in the city centre.</p> |

7.34.

Anticipated Traffic Growth Within the Centre

- 7.35. It is considered both appropriate and realistic to set a target of 4% traffic growth into the City Centre over the lifetime of the next LTP, given the major developments that will open over this period. This has been set on the basis of rising demand overall for travel in view of the social and economic changes that have been described in Chapter 4 of the LTP.
- 7.36. Linked with action on the AQMA it is therefore essential that supporting smart measures, public transport improvements such as Merseytram better control over bus services and increases in Park and Ride coupled with rail capacity enhancements are put in place. Alongside these, a robust parking management regime including a proposed cap on parking availability will also be put into place.
- 7.37. It will be appreciated that in the short term, significant peaks will be experienced as a result of major events in the city centre, such as Capital of Culture in 2008. However, these overall growth levels are considered manageable and acceptable within a regenerating city.

Congestion Charging

- 7.38. It was agreed in the first LTP that issues of more rigorous restraint including charging would be made within the period of the second LTP dependent upon a number of factors including improvements to the public transport network and other sustainable modes. The supplementary bid (September 2000) states '*...growth of 20.8% over 5 years represents an anticipated point at which economic regeneration has taken hold, the partners will then seek to halt traffic growth completely over the next 5 years*'.
- 7.39. It has previously been noted that the economic growth on Merseyside has been quicker than anticipated, but that traffic overall has not yet matched this growth. The gap in GVA between Merseyside and comparator regions has already been illustrated.
- 7.40. Despite the partners' clear position on local congestion charging, Merseyside welcomes the Government's initiative on a national road user charging regime and considers this to be a more fair and equitable way by which to manage car use. It will be vital that any national scheme actively supports and encourages the use of sustainable transport choices.
- 7.41. However, the LTP partners accept that it would be wrong to rule out any future possibility of more radical demand management measures or congestion charging within Liverpool as part of the development of future local transport plans. This would need to be considered in instances where the regeneration of the city became threatened by steep increases in traffic, by environmental degradation and significantly unreliable journey times.
- 7.42. Through improvements to the transport monitoring regime across Merseyside, the partners will be well placed throughout the lifetime of LTP2 to track transport changes within Liverpool city centre. This will also extend to environmental monitoring, in the form of noise and air quality changes.
- 7.43. The following factors will be considered collectively as potential triggers against which stronger demand management measures would need to be investigated in the third LTP period:

- worsening air quality – the trigger point could stand at a level whereby more than 50% of the population of Liverpool became affected by air quality management area designations caused by NOx or exhaust particulates.
- worsening congestion – in circumstances whereby person delay worsened by a significant percentage below target levels that will be set in the final LTP (but accepting that traffic peaks towards the mid-life of the LTP will be experienced as a result of the major events outlined previously).
- unacceptable traffic growth into the city centre – whilst the current growth limit is considered manageable, a 10% increase in traffic through the city centre traffic cordon would constitute an appropriate trigger point to consider more punitive measures.
- a further decline in levels of bus patronage within the city centre.

7.44. Any possible congestion charging scheme would also be conditional upon the ability to hypothecate revenue to fund cleaner, greener and safer public transport. In addition, the partners consider that any future local congestion charging options should only be considered in the absence of a national charging scheme being rolled-out within an appropriate timeframe.

Best Practice: City Centre Movement Strategy (CCMS)

The CCMS is a prime example of the partnership working that has underpinned the first LTP. A wide range of public realm, traffic management and public transport projects are changing the face of the city centre and are supporting the regeneration of the core city centre. The extent of the area is shown as below

It has the following objectives:

- Improve accessibility to the city centre to aid economic regeneration and to provide access for all;
- Create a people-friendly city centre that is safe, clean and attractive for work, shopping, business, tourism and leisure;
- Make best use of the city centre's key transport assets – the Merseyrail stations, bus facilities, ferries and major car parks;
- Support the improvement of the city centre's architecture and townscape;
- Ensure that schemes can be funded and implemented.

Some of the first projects to be developed, funded through NWDA, ERDF and SRB enhanced and repaved some of the centre's most famous and historic areas, including the Cavern Quarter and the area around Williamson Square. Historic, but run down areas of minor streets and small areas of derelict and disused land have been traffic-managed and repaved to make them an asset to the city centre.



Other works have included the improvement of a major junction on the periphery of the city centre and of a major road in the north of the city centre. These will provide an improvement to alternative routes in readiness for a major change in the core city centre transport network.

Work currently ongoing includes the Tithebarn Street Corridor Improvement and which

includes:

- Improved facilities for pedestrians to cross the roads.
- Length of contra flow bus lanes, also available to taxis and cyclists and a new bus interchange facility with Merseyrail station.
- Length of contra flow cycle lane on joining road and additional cycle parking.
- Better control of parking, loading and access facilities and public realm improvement of a previously unattractive road.

Similarly, the award from DfT for a 'Mixed Priority Route' has enabled the Renshaw Street/Berry Street improvement to be developed and is designed to manage conflict between pedestrians and motor vehicles on a busy shopping street.

A further example of the work is shown below.



Photo 1: St. John's Lane towards Old Haymarket

Photo 2: Old Haymarket towards St. John's Lane

The closure of St. John's Lane to general traffic is an 18 month Temporary Traffic Regulation Order (TTRO) to prohibit general traffic turning into St. John's Lane (south-eastbound), from Old Haymarket and Victoria Street, whilst maintaining a through route for buses, taxis and cycles, which came into effect on Monday 13 June 2005.

The project also discourages the high volume of unnecessary through traffic using the highway network within the city centre. In addition to the route provides a less congested 'life-saver' route for emergency services and to avoid delays in response times.

5 Year Programme: Parking

In line with the draft City Centre Parking Strategy the following policies are proposed for consultation:

- Cap the total number of off-street publicly available car parking spaces at 16,500.
- Reduce the proportion of commuter parking in off-street car parks.
- Keep the total amount of Private Non-Residential (PNR) car parking spaces to a minimum.
- Keep the number of private parking spaces made available for City Centre residents to the minimum consistent with supporting the forecast expansion in City Centre living.
- Support this by examining car clubs and car free living.
- Ensure adequate car parking facilities for the mobility impaired at key locations throughout the City Centre.
- Ensure adequate bicycle and Powered Two Wheeler parking throughout the City Centre.
- Monitor car park provision and usage on a quarterly basis up to 2008 and annually thereafter.
- Review and benchmark tariff structures on an annual basis.
- Develop a common approach to car parking provision across Merseyside.
- Develop all parking policies, strategies and action plans on a partnership basis.
- Introduce comprehensive VMS for city centre car parks by 2008, as part of the development of ITS described in Chapter 6.
- Investigate public transport links between car parks.
- Examine work place charging.

TravelWise

7.45. The role of TravelWise will be critical to the City Centre. Besides providing support for car clubs and car free housing, TravelWise will build on existing sound foundations with the Chamber of Commerce to foster Travelplan initiatives for City Centre businesses. It is anticipated that these will be accompanied by a range of new ticketing and information initiatives (these are described in Chapter 6). Proposals are also being developed to provide a new brand image for the TravelWise initiative which will provide a new, more holistic focus for promoting the benefits of reduced car usage to the City Centre, which will include active promotion of cycling and walking (these are described in Chapter 6).

- 7.46. Cycling could be a significant mode of travel for the journey to work and school, contributing to the aims of managed growth, congestion, accessibility, air quality and safety aims. Increasing walking will contribute to improved accessibility, to reduced congestion by enabling access to public transport and facilitating short trips such as the journey to school.
- 7.47. Revisions to the road user hierarchy (RUH) for LTP2 will support the role of walking and cycling to tackle congestion in town and city centre and demand management strategy will ensure these modes become more attractive options at peak times.

5 Year Programme: Travelwise

- Build on the CATCH project to explore car free housing and car clubs;
- Work with Chamber of Commerce to establish a wide ranging and proactive travel plan programme for the city centre
- Work with Merseytravel to establish joint promotional and marketing initiatives to discourage car usage.
- Promote cycling and walking.

Intelligent Transport Systems

- 7.48. For the City Centre such applications will be important in providing information both within the City Centre and beyond, about the availability and direction of car parking for example, or for the efficient management of road space for public transport.
- 7.49. It is the City Council's intention to implement as a minimum, the Car Park Guidance System before Capital of Culture in 2008. The objective here is to provide road users with car park availability information in order to direct them to the most appropriate car park, whereby reducing the amount of circulating traffic. The information will be collected from on street detectors and relayed to the road user via roadside variable message signs.

Sustainable Distribution – Freight Management

- 7.50. The efficient movement of goods is essential for growth in the economy and the Local Transport Plan Authorities have a key role in achieving this. Bulk movements require capacity on strategic road and rail links, whereas local deliveries need to be accommodated within the many demands on local networks. Freight movements on the highway network can also have adverse impacts with regard to the environment, safety and personal travel particularly cycling and walking, and public transport priorities.
- 6.90 We aim to develop and maintain a sustainable freight transport system that takes a balanced account of these issues, whilst promoting the LTP priorities through value for money solutions by:
- Encouraging freight-generating development to locate on sites with effective multi-modal access.
 - Maximising the opportunities for the movement of goods by rail.

- Effectively managing highway network to 'keep traffic moving'.
- Minimising and mitigating adverse impacts from the movement of freight on road and rail.
- Forming effective Quality Partnerships with the industry and other freight stakeholders.

6.90 The umbrella Greater Merseyside Freight Quality Partnership, involving the Merseyside District and Halton Authorities, Merseytravel, Highway Agency and Freight Transport Association was originally established to steer the Merseyside Freight Study in 1998. It has managed freight developments through the LTP1. Additional engagement with the industry has been achieved through regular seminars, and an interactive website. The partnership considers the recommendations of the Freight Study, and resultant Freight Strategy within LTP1, are robust and should continue to form the basis of promoting sustainable distribution for Greater Merseyside in LTP2. It also recognises the areas of most influence and hence will concentrate on:

- Providing adequate overland access and mode choice to maintain competitiveness of the Mersey Ports, Liverpool John Lennon Airport and B2/B8 uses (Manufacturing/Storage & Distribution).
- Protecting appropriate land and access capacity for port, airport and B2/B8 development.
- Managing and mitigating residual freight highway and rail impacts.

7.50 Merseyside is an important freight gateway to the Liverpool City Region, the Northwest and beyond. The national and regional significance of the Mersey Ports has been confirmed by studies recently completed for the NWDA and Northern Way Steering Group. The Port of Liverpool is by far the largest port in the NorthWest handling over 70% of the regions port related freight tonnage. It has a national role for particular forelands (North America and Ireland) and the regional studies would suggest forecast growth up to 2025, requiring additional port capacity, particularly for unitised loads (Lo Lo & Ro Ro). In addition, the rapidly expanding Liverpool John Lennon Airport has significant potential to increase freight distribution, and both strengthen and support a significant manufacturing and storage base. Combining with major regeneration initiatives in Liverpool City Centre this will create challenges for the movement of goods over coming years. The Liverpool City Regional Development Plan (LCRDP) identifies these areas as major economic drivers over the next 5 years. Expansion of freight and commercial traffic can be anticipated, and the efficient operation of the highways network will be essential, as will the promotion of transfer to rail.

Priorities

To determine priorities for freight interventions, the Greater Merseyside Freight Group has commissioned two elements of consultation. To support a review of the Merseyside Freight Strategy for LTP2, stakeholders who influence the generation and distribution of freight have been directly consulted (Summary of Results in Annex ??). With regard to significant Port related movements in the South Sefton / North Liverpool Area a targeted consultation with 2000 residents living in the main roads access corridors has been undertaken (Consultation Report – Annex ??).

The priorities for stakeholders remain:

- Maintaining journey time reliability on strategic routes
- Effective facilities for access to town centres
- Increased opportunities for multi-modal distribution

Residents in the key freight corridors in the South Sefton / North Liverpool area:

- Confirmed that freight traffic is a significant concern with regard to quality of life and safety issues.
- Indicated strong support for measures to promote rail freight, the effective management of road traffic, and measures to mitigate the adverse impacts of freight traffic both on road and rail.
- Significant recognition that additional capacity will be required in the future

Consequently the priorities for this second Local Transport Plan are:

Continue to work effectively with the Highway Agency, Network Rail and Stakeholders and keep residents whose lives are impacted on by freight movements informed and involved.

Promote effective management and development of the freight network through:

- Promoting effective and efficient freight movements through our Network Management Duties.
- Maintaining reliable journey times on the Strategic Freight networks.
- Reviewing HGV access restrictions to main and local centres and promoting effective enforcement, and appropriate publicity to highlight access arrangements and destinations.
- Measures to encourage freight movements onto the rail network to ease congestion on the highway network, including marketing to potential users.
- We will work with developers and operators to promote multi-modal interchanges and related employment development at existing and proposed sites, ie:
 - Ports of Liverpool (Liverpool and Wirral Waterfronts)
 - Ditton, Halton
 - Knowsley Rail Freight Interchange
 - Parkside, St Helens
- We will work with the promoters of developments with significant freight implications to ensure the promotion of sustainable distribution principles. **There is further discussion of these issues in Chapter 7.**
- Effectively interpreting and monitoring freight industry/local authority needs and developments and progressing to targets, the Merseyfreight website now includes

a link to the GIS spatial analysis tool Strat-e-gis, to provide a 'Freight Atlas' of the region. This has a number of layers representing base freight and network information, land use, consultation results and network improvement programmes.

Addressing the shared priorities

7.51 This programme of action will, in conjunction with the Road User Hierarchy (RUH) and network management:

- Reduce freight traffic on non-freight routes and keep freight moving freely on designated routes;
- In so doing, help reduce emissions and help with air quality;
- Improve accessibility by ensuring the efficient operation of the public transport network;
- Minimise congestion and the risk of accidents by controlling and directing freight to well managed routes.

Sustainable Distribution

City Centre

7.52 The scale of the new shopping developments taking place in the City Centre, together with the preceding construction work will mean that careful consideration is being given to freight movements into and out of the City Centre, as part of the agreed freight strategy (outlined in Chapter 6). Already agreed schemes for Edge Lane, together with proposals for Hall Lane are designed to assist with these movements whilst preventing through freight and commercial traffic using the City Centre. The LTP partners and the NWDA recognise the economic importance of improving access along the corridor. (**Figures required from TA**).

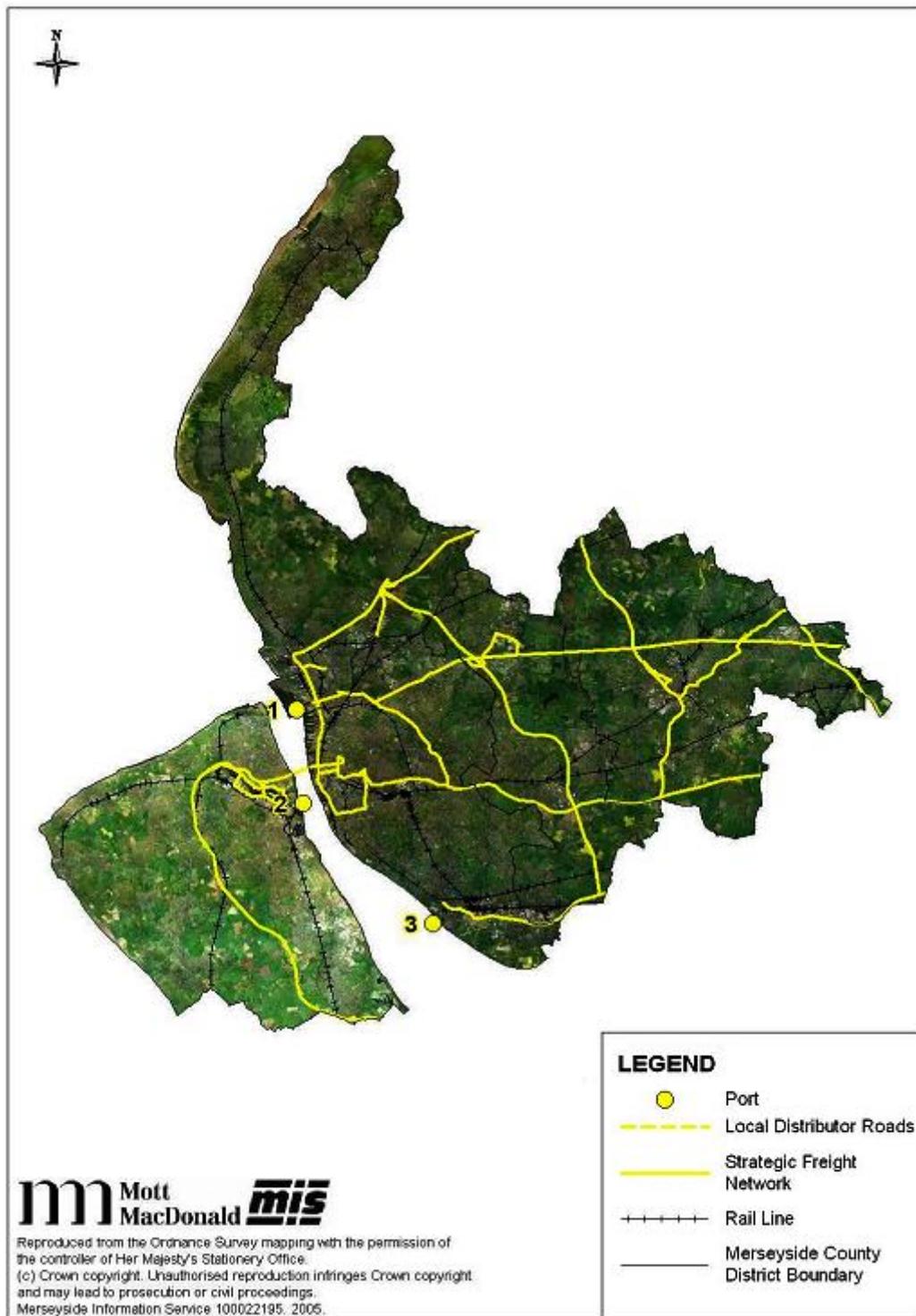
The Mersey Ports

7.53 The LCRDP recognises the Mersey Ports as perhaps the region's biggest 'unique selling point' and reports for the Northern Way define the ports as a national asset based on the hinterland of the ports particularly in terms of the North American international trade, and illustrate the potential growth of the Ports under a number of assumptions (details here).

There are three ports in Merseyside shown in Map 7-4.

1. The Port of Liverpool.
2. Birkenhead Docks – (1&2 are operated by Peel Ports formerly Mersey Docks and Harbour Company MDHC).
3. Garston Docks (3 is operated by Associated BATL Ports).

Map 7-4 shows the location of the port.



- 7.54 The Port of Liverpool is the seventh largest Port in the UK, handling nearly 32 million tonnes of cargo per year.

Of this 18 million tonnes is currently transported by road, rail and water, as Figure 7-9 shows:

- 7.55 **Seaforth / Bootle and North Liverpool – North Docks**

Figure ?? – Port Tonnage by mode.

| Mode | Tonnage | Vehicles |
|--------------|---------------|--------------------------|
| Road | 14.5mT | 6500 HGV movements / day |
| Rail | 3.4mT | 13/14 Trains per day |
| Water | 0.1mT | |
| Total | 18.0mT | |

(Remaining 14mT of freight is transported by pipeline).

- 6.90 Rail capacity is currently restricted to 16/18 train paths per day due to constraints on the Bootle Freight Line and links to the WCML routes; the maximum that could be transported by rail at present is 5.06 million tonnes per year.

Figure X

Total Port Traffic in tonnes 1993-2003

| | 1993 | 2001 | 2003 |
|-------------------|--------|--------|--------|
| Port of Liverpool | 30,504 | 30,228 | 31,684 |

The Northern Way Growth Strategy ([ref required](#)) highlights improving access to the North's ports as a key economic driver. This is supported by the Regional Economic Strategy, RES, and the Liverpool City Region Development Plan, LCRDP. **(These are described in more detail in Chapter 3)**. The Northern Way envisages increasing growth Traffic through Ports including Liverpool. ([Extracts from MDS report](#)).

- 7.57 The key road link for port access is the A5036 Core Trunk Road, linking Seaforth entrance with the M57/M58 at Switch Island. This currently carries around 35,000 vehicles per day of which over 5,000 are HGV's. In addition the A565/5058 route around Liverpool provides a significant alternative route. [Map X](#) illustrates these routes. ([map here](#))

- 7.58 Both these routes are also important urban routes, pass through residential areas and are crossed by other strategic transport corridors. Journey times on the A5036 are predicted to increase by 26% between 2004 and 2014, with unacceptable delays at key junctions. By 2029, there would be a further doubling of journey times. Road safety is also an issue on the route, particularly at the Princess Way/Bridge Road Roundabout and air quality levels are being closely monitored as certain pollutant levels continue to rise. From public consultation as part of a major Port Access Study, the adverse impact of road freight

movements was the main issue for residents in terms of environmental, safety and severance concerns.

Figure X summarises this.

- 7.59 In the short term, the local authorities strongly support maximisation of enhancing rail freight opportunities, with the growth in HGV traffic being accommodated within existing highway networks and managed through Route Management and Mitigation strategies. Measures being promoted include: better management of the road space using 'intelligent highway' techniques, restrictions, landscaping noise barriers and quieter road surfaces. There is considerable public support for this approach demonstrated through recent consultation (see above Appendix X).
- 7.60 Under projected growth scenarios to 2016 (details required) it is considered rail has the potential to attract between 6.07 and 8.85 million tonnes per year, requiring a minimum of 21 train paths per day. This would require improvements in terms of increasing train paths available and to increase the size of containers that can be transported. A package of measures has been proposed by the Merseyside Local Authorities in partnership with Peel Ports to provide the required capacity as follows:
- Gauge enhancements to accommodate ISO 9'6" Containers (Seaforth to WCML) – Total cost £1.5m.
 - Reinstatement of the Olive Mount Chord and signalling enhancements (Bootle Rail freight Branch onto Liverpool to WCML routes) – Cost £8m.
- 7.61 This proposal is currently being examined as part of the Northern Way 'early wins' initiative and is described in greater detail in Chapter 14.
- 7.62 In the longer term, as the A5036 Core Trunk Road is classified as a Route of National Importance, proposals to address capacity and environmental issues will need to progress through the priorities of Regional Transport within Regional Spatial Strategy Guidance.
- 7.63 Traffic in the Switch Island to the Port Corridor also impacts on other strategic transport movements to Southport and the Atlantic Gateway Strategic Investment Area. As a consequence high volumes of through traffic cause congestion and delay on local roads with resultant environmental and safety problems and significantly reduce the opportunity to promote more sustainable modes for local access.

A Route Management Strategy is currently being developed by the Highways Agency to provide a ten year framework for managing the M57, M58 and A5036 routes, a key aim of which is to support the continuing competitiveness of the Port and to accommodate the growing needs of the Port related business sector. Work will be completed on improvements to Switch Island in 2006.

- 7.64 Sefton Council as the local Highway Authority has progressed options to address the local situation, including a proposal for a new link road from Switch Island to the A565 at Thornton. This would remove the impact of through traffic on local communities in addition to providing additional capacity on the A5036 Core Trunk Road to aid movements to the port. There is strong local community support for this proposal. Alternative public transport options considered for strategic movements did not provide insufficient benefits to be viable. The importance of this scheme has been reflected in its ranking within the top quartile of scores assessed for the RFA. This would also provide an initial stage in any Highway Agency strategy for longer term solutions to increased capacity for Port Access.

- 7.65 Clearly action to address local and regional needs as well as pan Northern and national considerations, must be co-ordinated, hence the Merseyside Authorities will be working with the HA, RDA and Northern Way as well as the Regional Authorities regarding transport priorities affecting this transport corridor, and the potential for targeted capacity improvements to aid port development and address local safety and environmental concerns.
- 7.66 Port activity at Birkenhead Docks has increased significantly since the early 1990s, and includes operation of the recently constructed Twelve Quays RoRo Terminal on the River Mersey that serves the Irish Sea. The Birkenhead dockland area already has good connections to the national motorway network and there are proposals to reconnect the Birkenhead Freeport to the rail network. The development of the docks and the surrounding industrial hinterland are a key part of urban regeneration initiatives being promoted and supported by Metropolitan Borough of Wirral Council in partnership with Peel Ports. The growth and increasing diversity of cargoes handled within Birkenhead Docks creates a platform for the transfer of cargo from road to rail, and the restoration of the rail freight link is seen as an important aspect of continued development to improve transport links in the area.
- 7.67 Following recent investigations to determine the preferred option for such infrastructure and ensure best value for money, a proposal to reinstate the existing rail link on the south side of Birkenhead Docks to the main network at Bidston has been determined. Part of this existing line is in the ownership of MDHC and the remainder with Network Rail. Recent inspections have concluded that minimal work is required to reintroduce rail freight operations, which makes the scheme very desirable. It is hoped that a potential funding package utilising funding allocated under SRB6 can be finalised for the estimated £1.4 million scheme, and a timetable proposed that would see the first train operating in 2007. **(This needs checking)**
- 7.68 Wirral MBC are currently progressing the design of a junction improvement to benefit traffic on the Borough's strategic freight network. Located on the A5139 at its junction with the A5027, between the RoRo at Birkenhead docks and the Kingsway Tunnel to Liverpool. Proposals include provision of measures to improve traffic management and junction efficiency, particularly in the event of an incident on the tunnel approach roads forming part of the viaduct at Junction 1 of the M53 requiring diversion of vehicles. Works are anticipated to be substantially undertaken during 2006/07 at an approximate overall cost of £450k.

Port of Garston

- 6.90 The Port of Garston is the most inland port of the Mersey and comprises a 200-acre dock estate. The majority of traffic originates from the short sea market and it handles 600,000 Tonnes of predominantly dry bulk cargo per annum.
- 7.70 With the shift from coal to industrial dry bulk over recent years new trades are emerging, resulting in increased investment in new facilities and services. The port's strategy is to capitalise on the potential for short sea shipping and is looking to serve a hinterland extending from Merseyside, Lancashire and Cheshire to the West Midlands.
- 7.71 The Port is 12 kilometres from the M62 at Junction 6 (the Tarbock Interchange), linked by the dual carriageway A561/A562/A5300. Proposed improvements by the Highways Agency to the Tarbock Interchange, estimated to be commenced in 2008/09, will improve journey time reliability to the port.

- 7.72 Traffic management improvements on the A561 have improved movements south, but peak time congestion is an issue on the Silver Jubilee Bridge. Halton Borough Council's proposed new Mersey Gateway crossing is essential for the future development of the Port.

The Strategic Investment Areas (SIAs)

- 7.73 There are seven SIAs on Merseyside developed as part of the European Objective One programme to direct investment. (Map X illustrated the location of these areas).
- 7.74 The Merseyside District Authorities, Merseytravel and the Highway Agency have entered into a Memorandum of Understanding to facilitate a partnership approach to the impact of developments in the areas.
- 7.75 A framework for assessing the impacts of development proposals has been agreed and will set out the required multi-modal packages of transport improvements to facilitate the developments that will be delivered.
- 7.76 The SIA Transport Impact Assessment Model incorporates land use and traffic data and public transport accessibility indices. (How does this relate to the Access Plan).
- 7.77 The model has been updated to a 2005 base to take account of completed and revised development and network improvements. The result will support the future development of programmes, interventions and schemes.

(Need details)

Factors Influencing Future Freight Development

- 7.78 Within the industry there is a strong consensus that the working time directive will increase road haulage industry costs, which could also impact upon the location of warehousing and distribution facilities. It could also increase daytime HGV traffic, particularly at peak times and light goods traffic more generally, which could impact on congestion in and around Merseyside. (Check report that appeared to show hauliers had no concerns) This may make rail freight a more attractive alternative.
- 7.79 In this regard Merseyside LTP partners are concerned about the ability or willingness of the rail industry to increase local rail freight capacity. The Northern Way initiative may be an important element in realising ambitions for transfer of freight to rail, which will not only address issues of congestion, but assist with addressing other shared priorities of air quality, quality of life and road safety.
- 7.80 Demand for additional highway capacity to accommodate increasing freight traffic will be kept under review through the life of the LTP2, in consultation with the Highway Agency. (Again needs to be updated to reflect regional funding priorities).

5 Year Programme: Strategic Road Freight Network

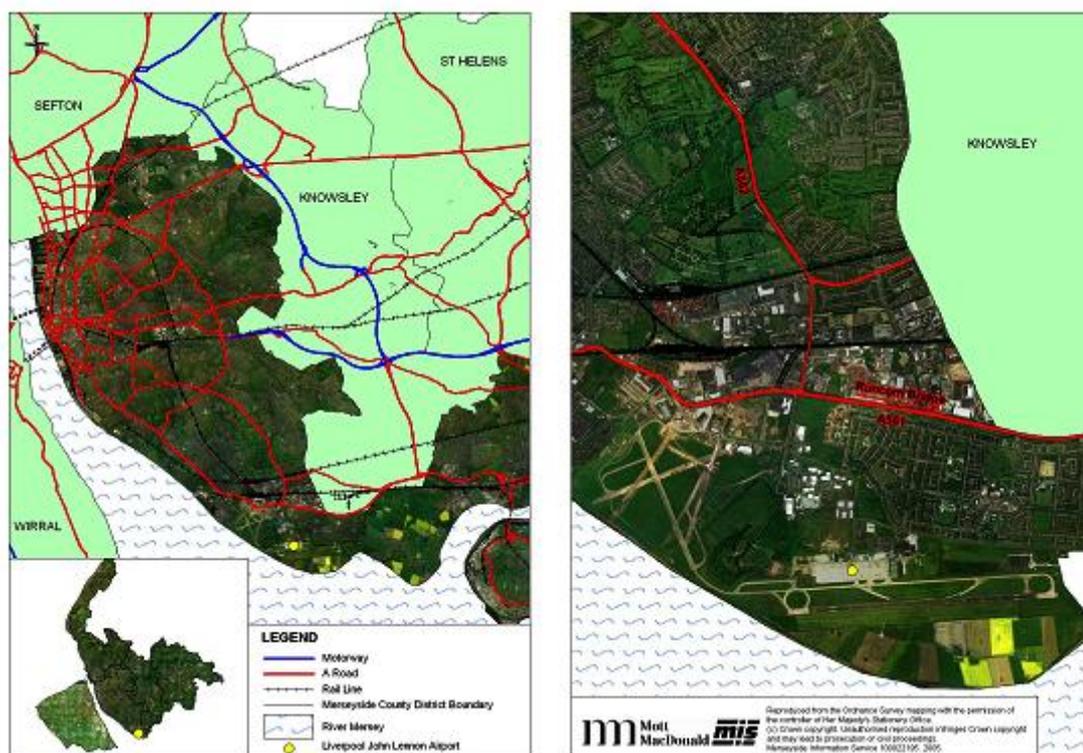
Support the provision of the new Gateway Crossing of the River Mersey in Halton Borough

At the present time the following sites on the Strategic Road Freight Network have been identified or are under consideration for improvement within the timescale of LTP2:

- Progress the Edge Lane and Hall Lane Schemes to improve access to Liverpool City Centre.
- M62/M57/A5300 Tarbock Interchange
Capacity improvements programmed to commence in 2008/09.
- M53 Bidston Moss Viaduct
Strategic freight route linking M53 with Wallasey Tunnel subject to a 3 tonne weight restriction due to structural deficiency of the structure. Consideration of proposals to permit lifting of restriction in progress.
- M6 Junction 23
Capacity Improvements
- M62 Junction 7
Capacity Improvements
- Blackbrook Diversion
- Capacity and Environmental Improvements A565 Derby Road Improvement

Liverpool John Lennon Airport

7.81 Liverpool John Lennon Airport has in recent years benefited from significant private sector investment to improve its facilities and in parallel has experienced rapid growth in its passenger throughput; in 2004 this was 3.4 million passengers. Figure X shows recent trends in passenger numbers through the airport (figure from Robin Tudor). Map 7-5 shows the location of the LJLA.

Map 7-4: Location of LJLA

7.82. The Airport is a major employer; currently there are 2,500 employees at the airport. It promotes economic growth and regeneration and provides vital international business and leisure links to Europe. It is recognised as a major economic driver for the City Region and a key element of the connectivity strategy to ensure the sub region is well connected nationally and internationally.

7.83. The Airport's long term future growth and role as a key regional airport is supported within the Government's White Paper – The Future of Air Transport (December 2003). The Airport anticipates significant further growth in both its passenger and cargo operations. Figure X shows the current projections.

7.84. In anticipation of this, the Airport will submit a planning application in Autumn 2006 for expansion of terminal facilities. The revised surface access strategy is currently out to consultation. In accordance with the White Paper, the Airport Company is currently preparing a Masterplan. This Masterplan is to address development needs and mitigation measures (including sustainable transport) to 2030.

7.85. The Airport Company's aim is to ensure that it maximises the opportunities for sustainable and inclusive transport access for both passengers and staff, and works closely with its Airport Transport Forum in seeking to meet its surface access aims through the Airport's Surface Access Strategy (ASAS) and Staff Travel Plan. In 2004 the Airport Company published its fourth edition of its ASAS and staff travel plan – 'The Greener Ticket to Ride'.

7.86. The ASAS includes targets for passenger modal shift and reducing the number of unaccompanied car journeys by staff. The targets are shown in Figure 7.10 and Figure 7-11.

Figure 7-8: Employee Travel

Insert revised figures.

- 7.87. It is notable that the 2005 target for passenger modal split was achieved in 2003 (source: 2003 CAA Airport passenger survey) – this demonstrates that progress is being made to improve public transport facilities, services and patronage.
- 7.88. Targets for 2011 and 2016 will be established by the Airport Transport Forum in November 2005.
- 7.89. Another important issue is to ensure that efforts to promote modal shift and sustainable access to the airport are not prejudiced or undermined by the establishment of off-site airport car parks which do not accord with the prevailing planning policy and the ASAS. It is crucial that local planning policy supports this approach.
- 7.90. Schemes such as Liverpool South Parkway, Merseytram Line 3, the Halton Curve reinstatement, and related rail line improvements, and the New Mersey Gateway Crossing are anticipated to enhance accessibility within South Liverpool and to Liverpool John Lennon Airport.
- 7.91. The Airport are working with Merseytravel in a European funded Interreg programme. The PARTNER project aims to examine the best means of integrating air traffic through the airport with the local transport network including examination of ticketing and information. (Insert Text from HJ/RP).

Air Freight

- 7.92. Liverpool John Lennon Airport handles 17,000 tonnes of air freight per year and in terms of cargo handled is ranked second in Northern England. In accordance with the Air Transport White Paper, the Airport Company is planning capacity enhancement of its cargo handling facilities to meet future demand. This may include expansion of the Airport site to accommodate new facilities and the extension of the runway.

Eastern Access Link

- 7.93. The need for strategic highway capacity improvements to the Speke Boulevard corridor has been subject to considerable analysis by the Airport, Liverpool City Council and other key stakeholders. The LTP partners view the proposed Eastern Access Link, which would run between the A562 Speke Boulevard and Hale Road as an integral part of the forthcoming planning application for the expansion of the airport. The scheme is vital to the wider city-region growth strategy and is fully supported, in principle, as part of the LTP's transport strategy. (Map X shows the location of the proposal).
- 7.94. The scheme would provide traffic relief to the Speke area, together with more direct access to the Airport. The latter is especially relevant in view of the growing regional importance of the airport to the North West and North Wales and in relation to the Mersey Gateway proposal.
- 7.95. The link is also important to address the highway congestion problems that would occur in south Liverpool as the airport continues to grow, especially from the point of view of facilitating access to the Speke-Garston employment areas. The promotion of the scheme accords with the 'managed transport growth' scenario set out within the LTP and the need for targeted improvements to the transportation network.

- 7.96. As set out in more detail below, the benefits of this scheme will be 'locked-in' by means of current and proposed sustainable surface access improvements to the airport, such as Liverpool South Parkway and proposed reopening of the Halton Rail Curve. The LTP contains a draft target by which to secure a shift to sustainable travel to the airport.
- 7.97. Most of the proposed route is under the jurisdiction of Halton Borough Council and the second Halton LTP is supportive of growth at the airport and to the construction of the road. Both the Halton and Merseyside LTP partners are committed to working in partnership to delivering improved surface access to the airport.
- 7.98. As such, whilst fully supporting the principle of the Eastern Access Link, the Merseyside and Halton LTP partners do not believe that the use of LTP integrated transport or major scheme funds to deliver the scheme would constitute the most effective use of these limited funds.
- 7.99. Accordingly, the use of appropriate private sector and non-LTP funding to deliver this scheme is supported by the LTP partnership. The LTP partners will also work closely with Peel Holdings to help identify appropriate funding sources to achieve this.

5 Year Programme: LJLA

- Work with LJLA in developing the revised Airport Surface Access Plan based upon a planning application for increased terminal facilities.
- Develop high quality links between LJLA and Liverpool South Parkway and the City Centre.
- Build on the Interreg PARTNER project to examine a number of options for improvements to access to the airport.
- Examine the scope for improved access to the strategic road network via the proposed Eastern Access link road.

The School Run

- 7.100. The Merseyside Tracking Survey shows that 9% of short car journeys are made because of the school run. Action to constrain and reduce car use for the school run are regarded as a priority for this LTP.
- 7.101. The Countywide survey 2005 showed the following mode split for the journey to school, shown by Figure 7-12.

Figure 7-9: Journey to school – modal share (Needs to be updated – school population)

| Age | Walk | Cycle | Car/Van Passenger | Taxi | Train | Scheduled Bus | Other Coach | Other |
|---------|------|-------|-------------------|------|-------|---------------|-------------|-------|
| 5-15yrs | 51% | 6.8% | 25.4% | 1% | 1.6% | 16.5% | 3.7% | 1.3% |

Source: Merseytravel Quarterly Trends Survey

- 7.102. Increasing the use of sustainable modes for journeys to school will not only have an impact on potential localised congestion but will assist other policy areas such as road

safety and the 'Choosing Health' agenda in tackling levels of health and obesity levels. The Merseyside Smarter Choices initiative is developing strong joint working arrangements with the health sector on these issues, which are being developed through the Merseyside School Travel Strategy. Details are in Appendix 8.

(Need more on this – SD linked to targets)

Best Practice

Billinge Chapel End Primary School

Billinge Chapel End has used Walk on Wednesday, Walking Week campaigns and International Walk to School Week, plus extensive curriculum work, to raise awareness amongst pupils about walking to school for the last 4 years.

In that time car use (i.e. 1 pupil passenger per car) has been cut from 72% to 64%. New initiatives such as Park and Walk and promoting Car Sharing have seen 1 pupil passenger car use (and dropping-off outside the school gate) down to 38%.

The school maintains enthusiasm for its travel work by using fresh ideas. For example, a French theme during international walk to school week saw pupils walk to school carrying French flags and eating a French breakfast. Walking to school is also encouraged by a 'golden shoe' competition which is awarded every half term, and regular Park Away Days.

From September 2005, the school will move the travel plan forward with a new Walking Bus and promoting cycling to school, using their grant to install cycle storage and running a programme of training and promotion. This work is supported by the physical improvements identified through the travel plan and due to be completed in August 2005. Safety improvements include footpath improvements, guard rail and road markings as well as a new pedestrian only access point and footpath allowing children to get to school via a brand new route.

8. THE SHARED PRIORITIES: AIR QUALITY

Poor air quality due to emissions from traffic has resulted in two areas of Liverpool being declared Air Quality Management Areas. Poor air quality affects the health of the community so action to improve conditions is required. However, Chapter 7 has outlined the balance that must be struck in addressing these issues with the need to support Merseyside's continuing economic growth.

Our Aim

To manage demand for transport and the growth of traffic to prevent the need for further AQMAs to be declared and to take actions to reduce the effects of traffic in the two AQMAs.

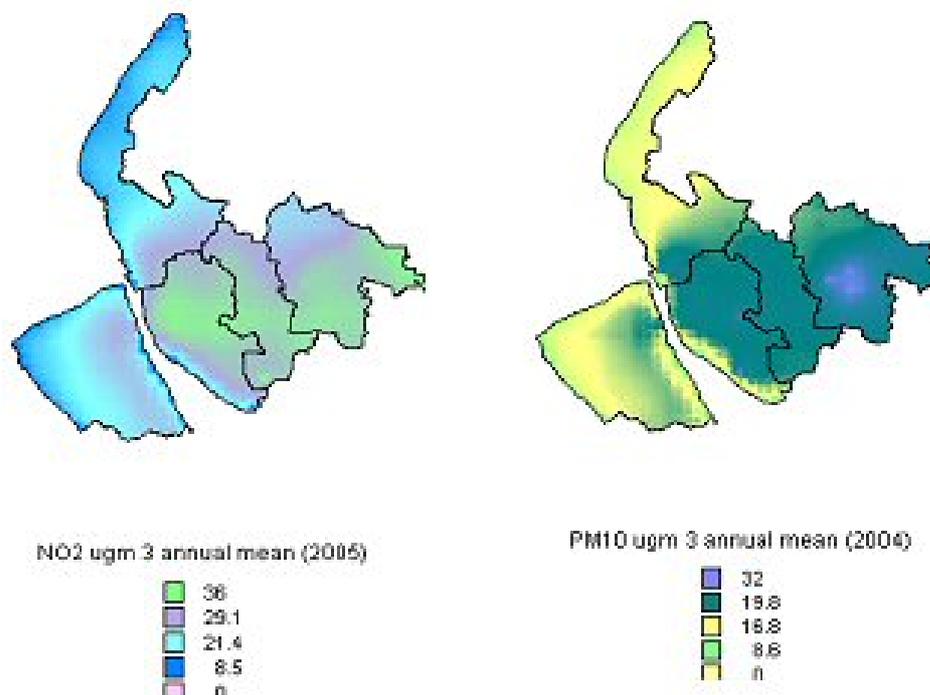
We will measure our performance by:

- Improvements in air quality in the AQMA.
- Reduction in transport related emissions.
- Improvements in the quality of the bus fleet.
- Reduced car usage in the AQMAs.

Introduction

8.82. The preceding chapter has already stated that Merseyside is not yet experiencing the levels of congestion noted in comparator cities. However Liverpool does suffer from poor air quality as a direct result of road transport.

Map 1-1: Indicative pollution concentrations for nitrogen dioxide and particulates on Merseyside



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Map 8-1 above, derived from the National Atmospheric Emissions Inventory illustrates the indicative pollution concentrations for nitrogen dioxide and particulates (PM₁₀) across Merseyside for 2005 and 2004 respectively.

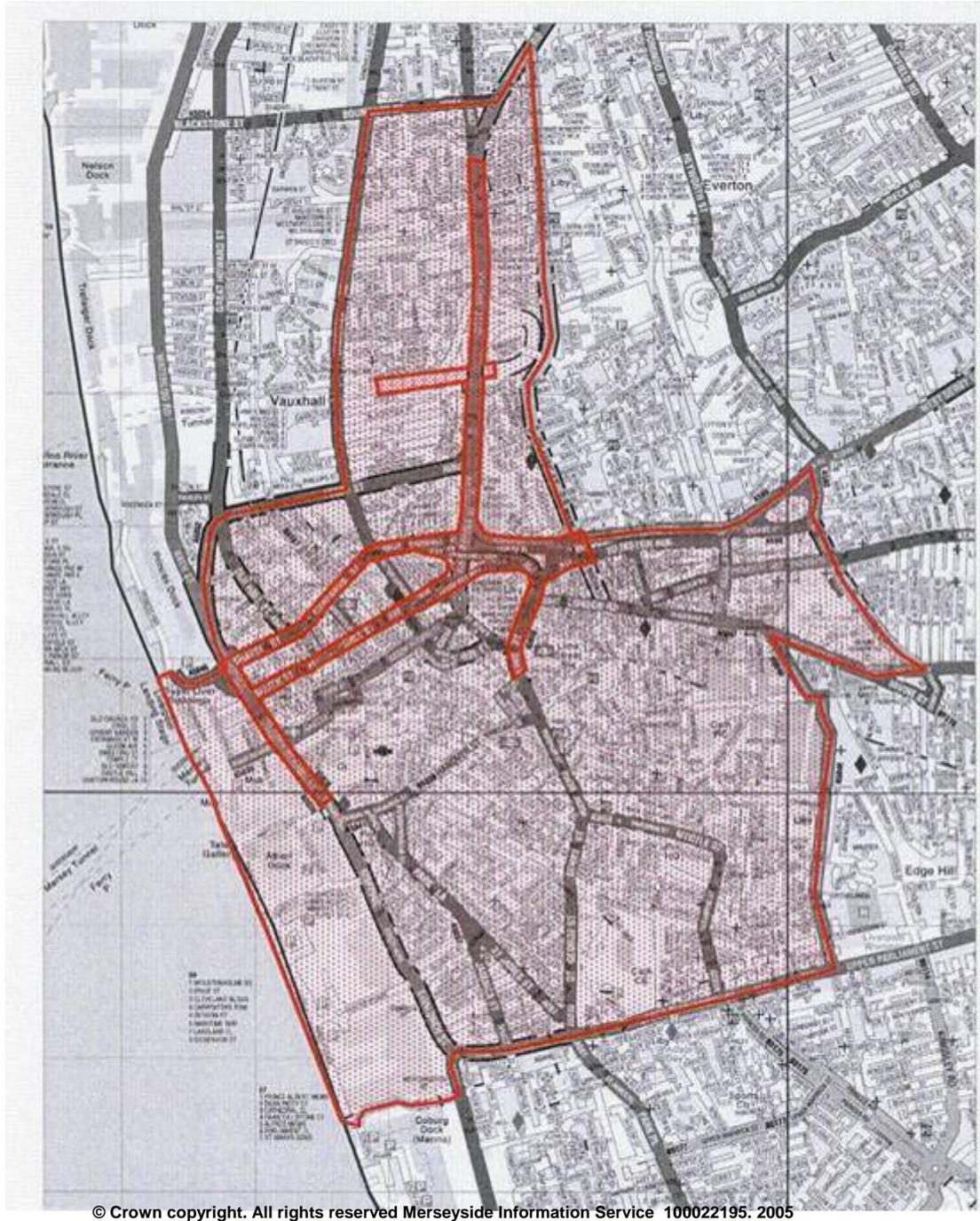
8.83. It should be noted that the indicative levels illustrated above are all below the National Air Quality Strategy objectives. Higher levels of both pollutants can be seen across the predominantly urban areas of Merseyside.

8.84. All the local authorities on Merseyside have undertaken air quality reviews and assessments in accordance with the National Air Quality Strategy (NAQS). The initial assessments (Stage 1 and Stage 2) identified areas where national air quality objectives may be exceeded. The Stage 3 assessment required detailed dispersion modelling in these areas of emissions from sources including road traffic, industry, and the domestic and commercial sectors.

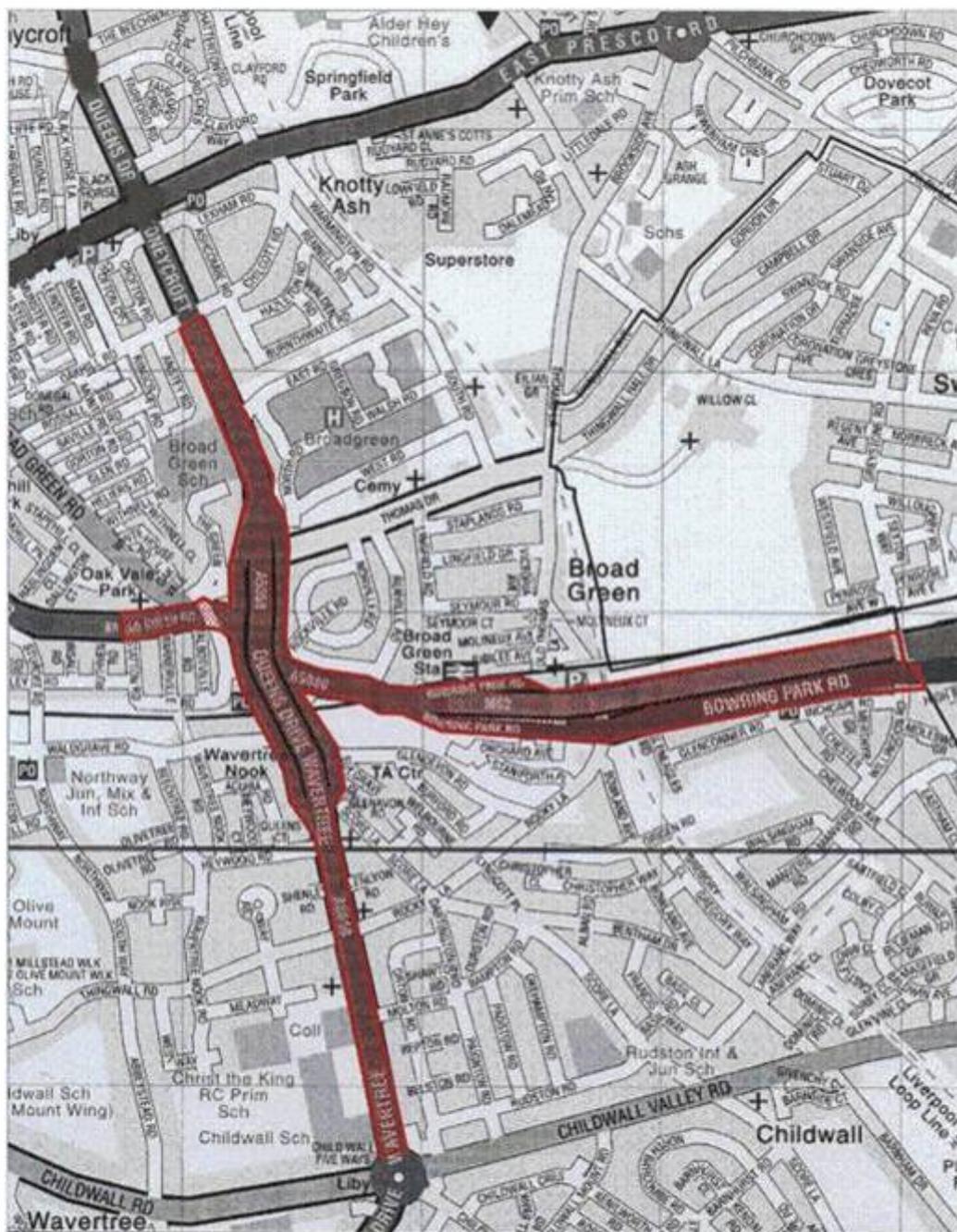
8.85. The Stage 3 Review and Assessment for Liverpool identified that there were areas that were likely to exceed the annual average nitrogen dioxide objective of $40\mu\text{g}\text{m}^{-3}$. As a result of the Stage 3 Report and following a wide-ranging consultation, the City Centre and M62/Rocket Junction were declared Air Quality Management Areas (AQMA) in June 2003. AQMA are locations where the prescribed objectives are not likely to be achieved and where members of the public might reasonably be exposed to poor air quality.

- AQMA 1 (City Centre) included an area larger than the exceedance area to enable the changes brought about by the City Centre Movement Strategy to be incorporated in further Reviews and Assessment. Map 8-2 shows the area.

Map 1-2: AQMA Liverpool City Centre



- AQMA2 Rocket Junction was confined to the roads predicted to exceed the national objectives. Map 8-3 shows the area.

Map 1-3: AQMA - Rocket Junction - Liverpool

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8.86. Liverpool City Council carried out a further detailed assessment (Stage 4) of air quality and this was completed in June 2004. This identified the contribution that different sources made to the nitrogen dioxide levels within these areas and quantified the improvements needed. The Stage 4 report found that traffic was a major source of the pollution. Cars are seen to be the main problem at the M2/Rocket Junction, and diesel vehicles (constituting buses and HGVs and possibly taxis) are the main problem in the city centre. Emissions of NO_x from local traffic accounted for approximately 50% of the total modelled oxides of nitrogen concentration at the most affected properties within the city centre, AQMA1 and 50% in the Liverpool M2/Rocket Junction, AQMA2. Figure 8-1 shows this.

Figure 1-1: Sector breakdown of annual NOx emissions in 2002 within Liverpool City Council boundaries:

| Sector | % of total |
|--|------------|
| Commercial, Institutional and Residential Combustion | 15.87% |
| Industrial Combustion | 3.32% |
| Other Transport | 35.21% |
| Waste Treatment and Disposal | 0.13% |
| Agriculture | 0.00% |
| Road Transport | 45.47% |

[Data from NAEI for 2002]

8.87. An indication of the scale of reductions required to achieve the national air quality standard for nitrogen dioxide by 2005 was derived from the assessment work which estimated that a 30% reduction in traffic (and thereby emissions) at the M62/Rocket junction AQMA2 would be sufficient. However, even a 40% reduction in traffic in the city centre AQMA1 would not be sufficient to meet the air quality objective for 2005 at the most exposed locations.

8.88. In relation to the City Centre, further examination reveals that only limited areas are exposed to levels of air quality lower than required. In declaring the wider city centre area (shown on Map 8-2), the City Council took the view that a holistic package of measures across this wider area would be the most effective option. Specific measures to address concerns in those locations most at risk from poor air quality however can be brought forward at an earlier stage.

8.89. In terms of the emissions associated with HGVs and in particular buses, analysis utilising the JET model (developed as part of the European funded JUPITER project), illustrates that real progress can be made in improving air quality by implementing a major programme of bus fleet replacement.

8.90. We have described elsewhere, that Merseytravel are examining the advantages of greater intervention in the bus market to, amongst a range of options, improve the quality of the fleet. When applied to the City Centre, a programme of fleet upgrades to the highest European standards would have the double advantage of improving air quality, and also induce further improvements to air quality by providing a realistic and viable alternative to increased car travel into the City centre

Emerging Issues

8.91. All authorities were obliged to undertake an Update and Screening of Air Quality (USA) which was due to be completed by April 2004.

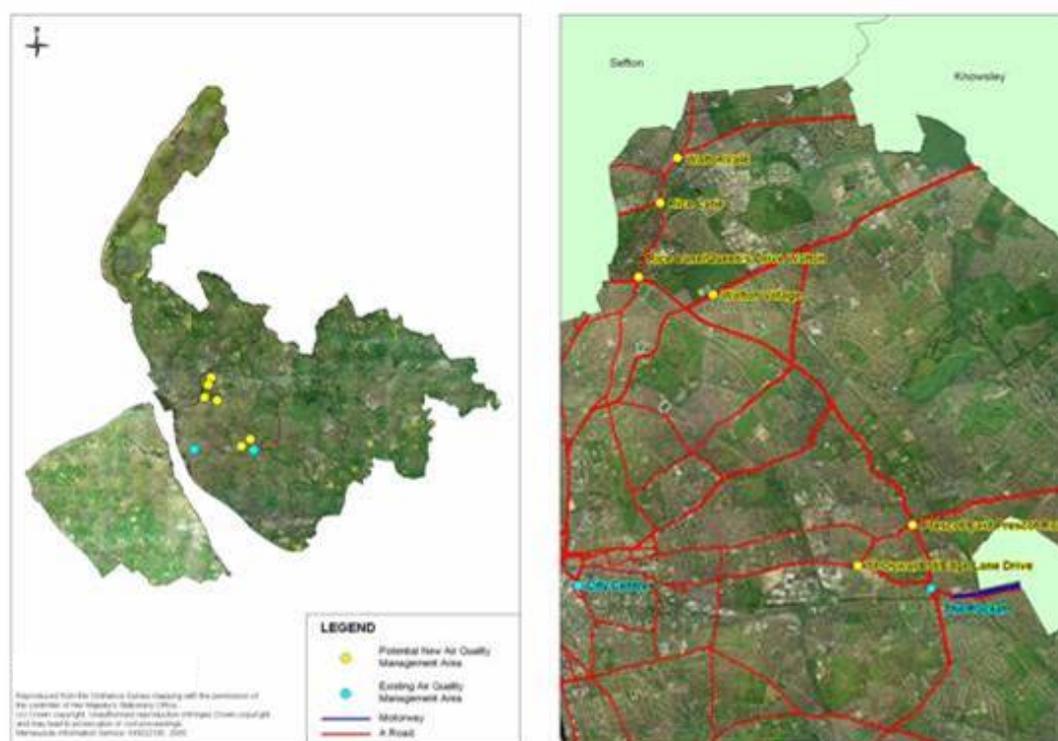
8.92. For Liverpool, the USA identified the need for further Detailed Assessment (DA). The DA has been completed and identified 12 exceedance areas linked to main roads. Exposure assessment showed the need to declare 6 more air quality management areas. It is therefore proposed that further monitoring and assessment will be carried out in order to verify these findings before any commitment to declaring further AQMAs

8.93. Commencement on this process is now imminent, and is subject to the timing of the initial installation of air quality monitoring equipment. The locations of the possible new AQMAs are as follows (see Map 8-4 below):

- Prescot Road / East Prescot Road.
- Walton Hall Avenue, Walton Village.
- Rice Lane (Whitefield Road and Hornby Road).
- Walton Vale, near Warbreck Moor.
- Rice Lane / Queen's Drive Walton.
- St Oswald Street / Edge Lane Drive.

The quality of the map below is poor – can we not improve it??

Map1-4: Possible new AQMA's



8.94. The city has not declared AQMAs in relation to particulate matter (PM10 being the primary value). However, the Air Quality Expert Group or AQEG has just published its report on the detailed requirements by government, amongst others, concerning the long term future for PM monitoring.

8.95. Great importance has been placed on the need to assess a less coarse fraction of PM, and the level of PM 2.5 is proposed as a standard. The debate is ongoing, and also concerns changes being considered with regard to limit values and exceedences of pollutants by the appropriate bodies within the EU.

8.96. Fuller details will be given once Defra have posted firm details; however it is understood that a substantial increase in the use of background sites is proposed at some stage. These changes will be on a nationwide basis. It is not known whether Liverpool will be involved at this time.

8.97. For Knowsley, St Helens and Wirral the USA did not identify any significant changes since the last Review and Assessment and therefore a detailed assessment was not needed. The Assessments have been submitted to Defra as have the annual monitoring reports.

8.98. For Sefton the USA identified the need for a DA. Their USA has been submitted to Defra and accepted. The DA and annual monitoring report will be submitted to Defra in the near future.

Implications

8.99. Air quality is known to impact on the health of the community, and this is particularly noticeable in deprived areas. People living within Pathways Areas are more than twice as likely to die from respiratory disease than the average for England. Given the high mortality ratios from respiratory disease, particularly within deprived Pathways Areas, and the manner in which vulnerable members of the community, such as elderly people and children, are at greater risk of respiratory illness, improving air quality may well serve to reduce health inequalities. Traffic growth must be managed and controlled so as to result in improved urban air quality.

8.100. The impact of potential control measures on economic regeneration needs to be fully assessed. This assessment will be a prime concern for the LTP in order to ensure that the impact of growth in terms of health, traffic and quality of life do not impinge most heavily on those least able to manage. The health impacts of traffic may have implications for initiatives such as HMRI.

Air Quality Action Plan

8.101. Liverpool City Council is currently developing its Air Quality Action Plan, setting out the potential measures that will be undertaken to meet the air quality objectives in the declared AQMAs.

8.102. The process of prioritisation of potential measures in the plan is being based on:

- Cost.
- Effectiveness in reducing NO_x emissions.
- Effectiveness relative to NO₂ levels in the Liverpool City Council AQMAs.
- Potential to implement the option before 2005, and then 2010.
- Additional (non-NO₂) benefits of the measure.
- Disbenefits linked to the measure.
- How local and regional development objectives compliment each other.

8.103. Defra has considered the draft Action Plan and considers that it provides a clear understanding of the context and reasoning behind the Plan overall. Further information relating to the transparency of the cost-effectiveness of the measures, on the level of NO_x reduction required in each AQMA and the quantification of the measures is still required for inclusion within the final AQAP.

8.104. The main option packages within the AQAP can be summarised as follows in Figure 8-2.

Figure 1-2: Option for dealing with the AQMA in Liverpool.

| Package 1 | Package 2 | Package 3 | Package 4 | Package 5 | Package 6 |
|-----------------------------|---------------------------------|-----------------------------|--------------------------|---|--|
| Vehicle Emission Reductions | Traffic Management | Alternative Transport Modes | Development Planning | Dissemination of information | Working with and Lobbying other agencies and central government |
| Establish City Centre LEZ | Improve Signage on major routes | Support Merseytram | Development Plans (SPDs) | Public advice on ways to contribute to improved air quality | Work with Highways Agency and North West Government to develop a regional transport plan |
| Bus Partnerships | Vehicle Priority Lanes; SCOOT | Travel Plans | Home Zones | | Work with Merseytravel to develop a Merseyside air quality strategy |
| | Freight Strategies | Park and Ride | | | Promote the use of rail and other non-road modes for freight transport |
| LCC Fleet Plan | Eastern Approaches Cluster Plan | Cycling Strategy | | | |
| | Edge Lane Improvements | Walking Strategy | | | |
| | City Parking Strategy | Transport Hubs | | | |
| | | Car Clubs | | | |

Action Plan Development and Consultation

8.105. The draft action plan has been produced in partnership across the city council and with transport stakeholders, in recognition of the nature of the air quality problem. The mandatory consultation on the AQAP has been running in parallel with LTP consultation process.

8.106. More detailed consultation is now being undertaken on the draft AQAP. This consultation process is seeking to gauge views in the range and prioritisation of the measures contained within the draft AQAP.

- 8.107. The consultation period is to run until the end of August and a report on the findings will be compiled by October, ahead of the consideration of the final AQAP by Liverpool City Council and its submission to Defra.
- 8.108. This timing is opportune, as it enables the preferred measures arising from the Air Quality Action Plan to be considered in the context of the more detailed LTP programme development, to be developed in the run-up to March 2006.
- 8.109. It is clear that air quality issues are integral to the LTP2 strategy and programme areas, reflected in the 'managed transport growth' approach advocated within the LTP. General air quality issues and, specifically, the proposed Air Quality Action Plan will be appraised as part of the Strategic Environmental Assessment of the LTP, which is expected to provide further recommendations about the scope and implementation of the AQAP.
- 8.110. The final Air Quality Action Plan will be incorporated into the final Local Transport Plan in March 2006 and the implementation will include:
- The integrated package approach set out in Chapter 7 for the City Centre.
 - The proposed Merseyside transport SPD will seek to direct land use planning powers through the use of travel plans to minimise reliance on the private car.
 - Actions by the local authority through corporate vehicle fleet emission, purchase and maintenance, enforcement of vehicle emissions and improvements, and the corporate travel plan.
- 8.111. As well as the measures identified in the AQAP outlined above, which clearly focus on Liverpool, there are a number of other actions that will be implemented across Merseyside.
- 8.112. The TravelWise programme will introduce measures to increase use of sustainable travel modes. Travel Plans will be supported by individualised marketing, car clubs and co-ordinated campaigns including Car Free Day, In Town Without My Car linked to liveability of the city. Examination may be given to whether a workplace parking levy for those organisations which provide parking but have not produced a travel plan, may be a suitable measure for AQMAs
- 8.113. The walking and cycling strategies are key components of efforts to improve air quality across Merseyside and particularly in the AQMAs. Walking and cycling for short trips tackles those journeys which cause highest pollution from cars in areas where car journeys are undesirable. These modes are promoted strongly in the AQAP and priority is given to walking and cycling in all district centres across Merseyside.

Best Practice – The Catch Initiative

Over recent decades the air quality within many European towns and cities has worsened considerably, making these urban spaces less attractive to live, work and socialise in. It is known that road transport is a major source of this air pollution, with HGVs and buses contributing proportionally more in the city core.

Merseytravel and Liverpool City Council (along with Arriva Northwest and Wales Ltd) are partners in a project known as CATCH (Clean Accessible Transport for Community Health), which is funded through the EC's Life-Environment Programme. It is a major effort by the partners to place environmental considerations at the heart of the development of transport and economic regeneration plans for Liverpool. The project has provided a specific environmental focus in order to ensure that impacts of new development on air quality are minimised.

As part of the project, Merseytravel introduced a new city centre shuttle service in February 2005. The buses used on the service are brand new diesel-electric hybrids, able to operate in zero-emission mode for the majority of the route. Even when not in zero-emission mode, the vehicles are more fuel-efficient than comparable conventional buses, and therefore emit less harmful pollutants. The fleet of six is the first hybrid fleet to operate commercially in the UK. The route links a number of commercial and residential areas with transport interchanges and places of education, all within the city centre Air Quality Management Area. The chosen route represents areas that were previously poorly served by public transport. Since the start of the service the patronage levels have continued to rise. If the bus delivers its full potential in terms of reduced pollution levels as well as overall performance, then hybrids may become a standard specification in future.

5 Year Programme

- All authorities will continue the review and assessment process. This will include further air quality modelling of identified congestion 'hot spots' and areas with high traffic growth predictions.
- Implementation of Liverpool's Air Quality Action Plan.
- Promotion of smart choices and raising awareness of health issues with TravelWise (see also **Chapter 6**).
- Traffic management measures will be introduced to reduce congestion.
Should we say this, as what traffic management measures are there??
- There will be active promotion of cycling and walking (**see Chapter 6**).
- A Merseyside Supplementary Planning Document is being prepared which will address the inclusion of sustainable transport in new developments.
- Merseytravel will look to improve the engine standard of supported bus services.
- Promotion of freight from road to rail. This will be delivered through schemes such as gauge improvements/Olive Mount Chord.
- A feasibility study was undertaken into the impact of declaring Low Emission Zones (LEZs) in Liverpool city centre and the resultant impacts on key regional centres. The study indicated that an LEZ would be successful in reducing emissions from road traffic, but there were serious resource implications. Further work will be done to investigate the costs and resource implications of introducing and operating a preferred scheme in the city centre.
- In addition the Merseyside Emissions Inventory will be maintained and updated. This enables the authorities to estimate the contribution made by transport to overall pollutant emissions.
- A study was undertaken into the feasibility of creating a Merseyside air pollution monitoring network which could be integrated with the development of ITS (**See Chapter 6**). The study concluded that it was feasible. However there are resource implications that need to be discussed and resolved prior to implementation.
- The Health Impact Assessment examined the effects of poor air quality on disadvantaged communities.

Refer to Chapter 11. Additional research will be commissioned to examine this subject in more detail.

9. THE SHARED PRIORITIES: ACCESSIBILITY

All members of the community must be able to enjoy the benefits of Merseyside's economic regeneration. However, for some, these benefits are not readily available to them. The ability of people to access places of employment, learning, health care, shopping, leisure and other opportunities that are often taken for granted by many others can significantly impact on their quality of life and on their life chances.

High levels of worklessness in some communities and particularly women's travel needs have been highlighted in the LCRDP. This also recognized the importance of transport in ensuring an inclusive community.

Our Aim

To promote social inclusion by overcoming those transport barriers which impact on individuals' ability to access job opportunities and other essential services that they need.

To support the work we will be undertaking to help disadvantaged communities overcome accessibility problems, we have been successful in securing £3m of European Objective 1 up to the end of 2008 to support measures identified in the Accessibility Strategy.

We have also agreed with Jobcentre Plus to expand the successful Mersey Dee Alliance Workwise initiative to cover the whole of Merseyside to assist those who are unemployed who find transport a barrier to taking up a new employment opportunity.

We have agreed joint action plans with key stakeholders across all sectors to deliver accessibility improvements over the next 5 years.

We will measure our performance by:

- How we ensure disadvantaged communities gain access to jobs and training.
- How easy it is to access health care and education.
- Improving personal safety on public transport.
- Improving accessibility for those with mobility problems.

Introduction

6.90 Consultation has shown that overcoming accessibility barriers to key opportunities and services is the most important issue for the LTP, in particular the need to tackle the high levels of worklessness experienced in many of Merseyside's disadvantaged communities. This is a critical element of the local agenda and has been discussed earlier (**See Appendix 2**).

- 6.90 The role of the Accessibility Strategy to support the social and economic regeneration of Merseyside is of crucial importance to this and addressing the shared priorities. The Merseyside Accessibility Strategy sets out our agreed strategy for this setting out agreed priorities, milestones and outcomes. Committed partnerships that will be engaged in this process have been put in place and these will grow and develop over the lifetime of the LTP to meet the accessibility challenges set out in our programme.
- 6.90 Through the LTP, the Accessibility Strategy will promote the continuing development of an integrated transport network covering all modes to help overcome identified accessibility problems.
- 6.90 The Merseyside Accessibility Strategy sets out:
- What the accessibility issues for Merseyside are.
 - Where barriers to accessing services exist.
 - How the Access Plan fits with key stakeholders respective agendas.
 - The approach to be adopted to deal with specific accessibility problems.
 - Identification of potential funding streams.
 - Priorities and suggestions for joint working with key stakeholders to overcome accessibility problems.
- 6.90 The strategy also sets out the key role of travel planning through the Merseyside TravelWise campaign, links with the revised Merseyside Bus Strategy and links with the TravelSafe initiative.
- 6.90 There is a continuing need to work with neighbouring authorities in developing the strategy as there are significant cross boundary accessibility issues in particular for access to employment and training, healthcare and education and we are working with our partners in the Liverpool, Central Lancashire and Manchester City Regions to develop a strategy to improve cross boundary transport provision.

Working With Neighbouring Authorities

Mersey Dee Alliance

Over the Summer, the partnership has created a Mersey Dee Alliance Accessibility Group which is developing a MDA Accessibility Strategy to compliment the Merseyside and Cheshire access plans in tackling cross boundary accessibility issues between Merseyside, Cheshire and North East Wales.

Halton

In delivering the key priorities in the Access Plan, we continue to work closely in partnership with Halton Borough Council, Warrington Borough Council and Cheshire County Council. These partnerships will be extended during the second LTP period to further improve services on key Core Cross Boundary Bus Corridors, especially those linking key commercial centres,

employment areas and health facilities. Working in partnership with Halton, we have introduced the innovative “Job Link” demand responsive service and we are seeking to develop this. Further development of the Real Time Passenger Information System on key cross boundary routes. The initial first stage of which has been implemented in partnership with Halton, aided by the award of a DfT grant in 2002/3. We would like to consolidate this successful partnership through the installation of Real Time Passenger Information on other key cross boundary corridors.

CANGO Study

In April 2004 Halcrow were appointed by GMPTE to undertake the Ashton, Culcheth, Golborne and Newton Area Public Transport Study. GMPTE lead a group of stakeholders, which includes officers from Merseytravel, St Helens MBC, Warrington BC and Wigan MBC.

The overall objective of the study is to generate proposals for improving public transport that support local and national policy objectives. The specific requirements of the study were to:

- Establish the transport baseline, understanding the strengths and weaknesses of public transport in the market for travel to, from and within the study area;
- Generate and appraise options for public transport improvements; and
- Develop a public transport strategy for the study area.

The results of the study saw new public transport links introduced that for many residents in the study area improved accessibility to a wide range of goods and services. The new links also for the first time introduced direct links to local rail connections to further improve accessibility to key locations.

West Lancashire

We continue to work with colleagues in Sefton MBC and West Lancashire County Council to improve accessibility to key health and employment locations.

6.90 By developing schemes and initiatives which improve accessibility significant contributions can be made to:

- Tackling issues of worklessness by promoting work as the best form of welfare for people of working age.
- Improving participation, attendance and attainment in education.
- Improving health and tackling health inequalities.
- Improving the availability of fresh food to help improve poor diets.
- Increased participation in culture and sport.

The Wider Context

6.90 **Chapter 1**, set out the framework for the LTP to support the continued economic growth and the social and economic regeneration of Merseyside and the wider Liverpool City Region.

6.90 The City regional response to the RSS states that:

“Accessibility and connectivity issues are incorporated as essential elements supporting regeneration and inclusivity. Accessibility into the City Region and within it is considered as a primary objective required both in terms of economic performance and social inclusion in an area where multiple deprivation remains a challenge.”

6.90 There is a clear recognition that transport has a fundamental role. It is recognised that improvements in transport to support accessibility underpin the sub-regional strategy and the success of the intentions set out in the LCRDP. The LCRDP promotes the vision of full employment in the city region and states:

“We must do more on the significant levels of worklessness and poverty experienced in parts of the city region. We have 200,000 people who are economically inactive and although our target for growth will deliver jobs, we have to ensure that a good proportion of our people, including future generations, can take up these opportunities. Human capital which is currently trapped in concentrations of worklessness must be enabled; and we will also require the essential transport infrastructure to be installed to help bring people and job opportunities closer together.”

And

“Transport and skills are the key ingredients of this menu to improve the workings of the city region’s labour markets.”

6.90 Within the wider Merseyside agenda, the Merseyside Economic Review (MER) has highlighted the widening gap between Merseyside’s growing economy and persistently high levels of social exclusion. The MER states that “worklessness and multiple deprivation remain a challenge”.

6.90 The LCRDP further highlights the implications this polarisation will have on commuting patterns and the links with changing housing patterns. In Merseyside this is recognised through the emerging work for the Housing Market Renewal Initiative (HMRI), New Heartlands. The MER recognises that poor education, skills levels, unemployment and low income go hand in hand with poor housing. In Merseyside, the significant levels of low occupancy housing areas is an issue that needs to be addressed and is being met by HMRI. This is an important element of the Accessibility Strategy and is described in greater detail in below.

6.90 The MER also highlights the links these have with poor health and the greater demand on health services. This too is an important element of the Accessibility Strategy and this clearly links accessibility planning with the work being taken forward by the Merseyside TravelWise campaign.

Creating the Partnerships

- 6.90 The aim set out at the start of this chapter can only be achieved by working in partnership with key stakeholders, ensuring that accessibility considerations are taken into account by partners in their policy and scheme delivery.
- 6.90 The five Merseyside local authorities in partnership with Merseytravel have an important role to play in improving accessibility by:
- Improving accessibility through planning, delivering and managing the local public transport, highways, cycle, footway and rights of way networks.
 - Integrating and mainstreaming accessibility considerations into their wider transport strategies, policies and programmes.
 - Integrating and mainstreaming accessibility objectives across the planning and delivery of the authority's wider policy areas and within the corporate centre.
 - Influencing partners' policy and scheme delivery so that accessibility considerations are taken into account.
 - Ensure public transport provision is matched to the agreed Access Strategy and Plan.
 - Co-ordinate the development of the Accessibility Strategy; and
 - Develop the role of the partnership working with key stakeholders.
- 6.90 Work so far has led to the establishment of Strategic Accessibility Partnerships (SAPs) around the themes of health, employment and education. In addition to this, further partnerships at a Merseyside level have been established with Housing Market Renewal teams in Liverpool, Sefton and Wirral and major food leads.
- 6.90 Each of the Strategic Accessibility Partnerships (SAP's) have provided a supporting statement describing why they are involved in the process and how the accessibility strategy can help achieve their targets.
- 6.90 A series of joint action plans have been developed detailing areas of joint working. These partnerships include partners with both policy development and delivery roles. **Each of the local authorities is developing a Local Area Access Plan with partners through Local Strategic Partnership networks, setting out actions to meet identified accessibility problems.**
- 6.90 **These joint actions plans are described later in this chapter and set out a phased approach to addressing accessibility barriers to key opportunities and services for Merseyside's most disadvantaged communities over the lifetime of the LTP. A detailed action plan for the first year of the accessibility strategy to address the most immediate priorities is also described later in this chapter.**

Access to Employment

- 6.90 We have built on the established successful partnership working arrangements with Job Centre Plus. The partnership has established a network of appropriate contacts with the various local officers that compliment the strategic approach which is supported by the

district managers covering all of Merseyside and Halton. Merseytravel and Job Centre Plus are represented on all of the Merseyside Local Strategic Partnerships and are aware of the potential for increased joint working or joint commissioning of services from the emerging Local Area Agreements Agenda. As the agreed Transport and Employment Sectors Joint Working Plan indicates there is a great deal of potential for further developments to jointly address transport barriers to employment and training. There is a shared commitment to continuing to identify and deliver interventions to improve take up of opportunities for employment and provide the employers with access to the human resource of staff that they require to fill existing and anticipated growth in vacant posts. We have reached an agreement with Jobcentre Plus to expand the current Mersey Dee Alliance (MDA) Workwise programme which is currently in operation in Wirral and parts of Cheshire to cover all of Merseyside. The role of the MDA and Workwise is described later in this chapter.

Access to Health and Fresh Food

- 6.90 Improving access to healthcare and affordable, high quality fresh produce and reducing health inequalities is a key element of the Merseyside Accessibility Strategy. The SAP for health has developed a joint action plan to address access to health built around the smarter choices agenda and linking in the working on Choosing Health. The Merseyside TravelWise campaign is a key element of this..
- 6.90 The delivery of healthcare locally is changing in line with national policy. Large scale capital investment developments and other service re-locations are seeking to improve accessibility to healthcare through the development and provision of services and facilities at the local level, particularly in disadvantaged areas. In Merseyside this is being driven by the Local Improvement Finance Trust (LIFT) and other PCT funding. All partners are committed to the inclusion of accessibility as an assessment criteria for capital projects and service relocations and the NHS is committed to addressing opportunities for joint transport service delivery mechanisms and Travel Plans across PCT sites. There is a commitment, as key partners in Local Strategic Partnerships, to support other Local Transport Plan policies which benefit health, such as those affecting the Air Quality Management Areas. Partners are continuing to assess the implications of future changes to the delivery of healthcare such as the recent consultation documents on new Primary Care Trust arrangements in Cheshire and Merseyside and the proposed changes in the number of ambulance trust in England. The recent introduction of 'Choose and Book' arrangements for hospital referrals is being examined to determine the potential effects this will have on accessibility to healthcare.
- 6.90 We are working with The North Mersey Future Healthcare Programme (NMFHP), an important initiative with the primary purpose of developing plans and proposals to meet the health needs of the people of North Merseyside in 10 years time and beyond.
- 6.90 The partnership is also addressing access to fresh food and have established a food working group with food leads from across Greater Merseyside to build on the successful access to fresh food and fruit audit conducted in Knowsley. This group is being led by Heart of Mersey (HoM). Heart of Mersey is a Coronary Heart Disease prevention programme launched because Merseyside has some of the highest incidence of CHD in England. The vast majority of CHD is preventable by changing lifestyle and diet. HoM aims to spearhead that change by helping create an environment which make its easier for people to lead more healthy and active lives, eating better (more fruit and vegetables) and living and working in a smoke free environment. The group has conducted an audit of food deserts across Merseyside to establish those areas not services by supermarkets or local shops and whose residents find it difficult to get to. Access to Education.

- 6.90 The education partnership with representatives from the Learning and Skills Council (LSC) and the Local Education Authorities (LEA's) is seeking to improve the access to training and education for people on Merseyside and to this end is developing a Joint Working Plan and engaged in promoting transport considerations as a key element of the planning process in relation to the delivery of future services. A key element of this is ensuring that accessibility considerations are fully integrated into the ongoing StAR work of the LSC, that accessibility is a key criteria in locational decisions on where to site new facilities as part of the Building Schools for the Future programme and collaborative arrangements between multiple sites for the future delivery of education do not adversely affect a young persons ability to access school or college sites. Merseytravel and the Greater Merseyside Learning and Skills Council are represented on all of the Merseyside Local Strategic Partnerships and are active in a variety of projects such as the Regional Development Agency Sector Skills Programme to Pilot sector skills initiatives. The Merseyside Pilot is the development of a Training and Development Unit to meet the needs of the Aviation Industry.
- 6.90 The recently published Schools White Paper includes proposals to extend rights to home to school transport. Legislation to be introduced to enable parents of disadvantaged pupils to have free transport to any of the three suitable schools closest to their home which are more than two but less than six miles away will have far reaching implications for all partners and this will be a key area of work for the access plan.
- 6.90 Letters of support from our key partners are included in Appendix 11.

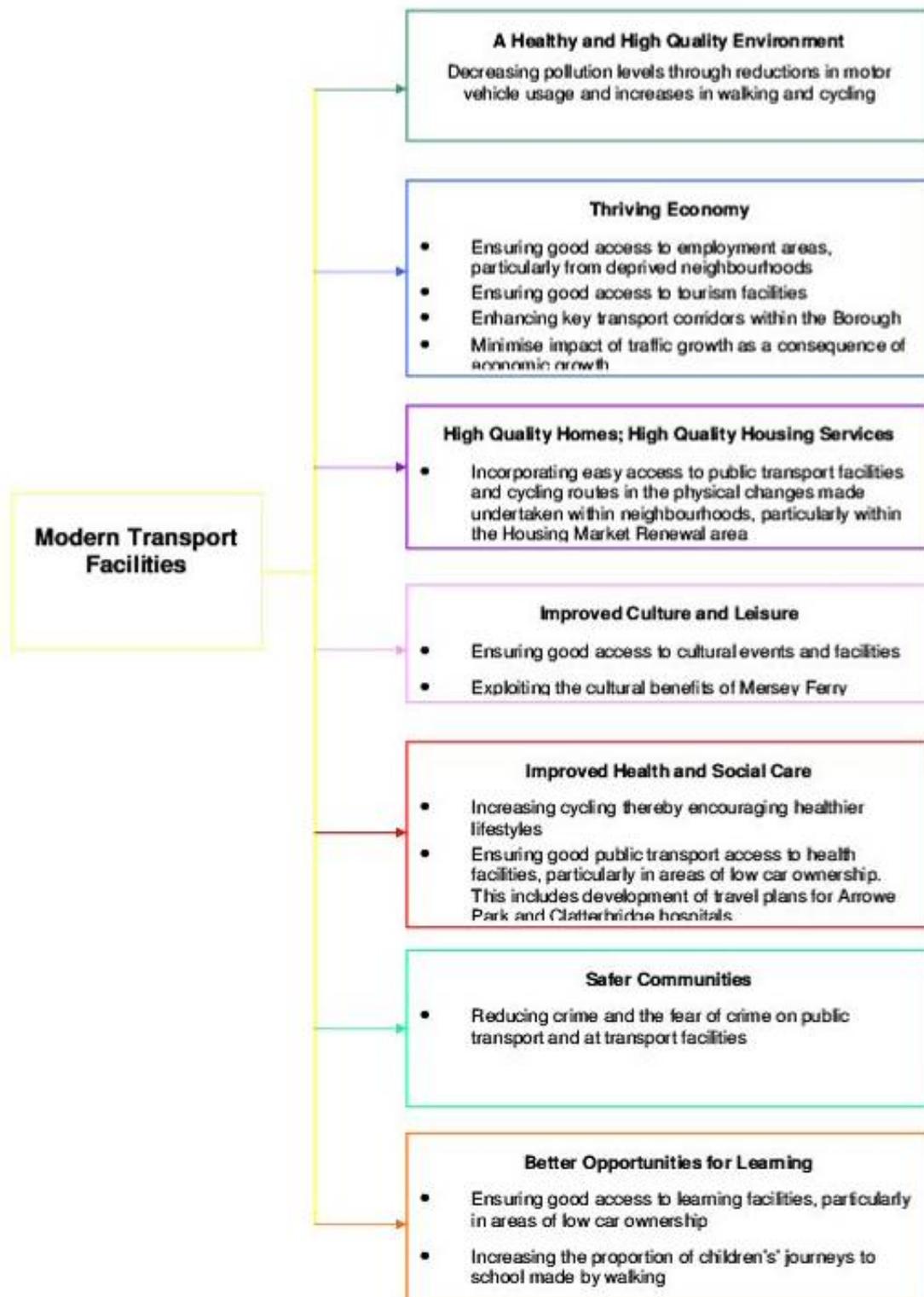
Local Strategic Partnerships

- 6.90 A pan Merseyside Local Strategic Partnership Transport group including representatives from each of the Merseyside LSP's has been established. The role of LSPs will be crucial to the successful implementation of accessibility actions at the local level. It has been agreed at a Merseyside level that the Accessibility Strategy will be developed and delivered through each of the five Merseyside LSP's. The role of the group is to ensure consistent views are presented to each of the LSP's and that the Accessibility Strategy and associated local area action plans fully reflect the aspirations of the LSP Community Strategies. Supporting statements from LSP's have also been provided.
- 6.90 Figure 9.1 summarises the key issues identified so far by each of the Merseyside LSP's whilst figure 9.2 shows the integration of transport issues within the context of Wirral LSP, as an example of the integrated approach we are seeking to adopt.

Figure 9-1: Merseyside LSP Priorities

| District | Priorities |
|-----------|---|
| Knowsley | <ul style="list-style-type: none"> ● Cross boundary transport links ● Access to hospitals ● Education 14/19 Collegiate system creating problems with inter site transport ● Access to post 16 education within Borough ● Access to key employment sites particularly shifts and penetration to industrial estates ● Access to leisure during evenings ● Quality, reliability and cost of bus services ● Merseytram |
| Liverpool | <ul style="list-style-type: none"> ● Access to LJLA high on agenda ● Merseytram ● East-West links in North Liverpool ● Access to hospitals ● HMRI – need for good transport links ● Tackling food deserts e.g. Speke |
| Sefton | <ul style="list-style-type: none"> ● Access to hospitals – split between Southport and Ormskirk ● Accessible information on training opportunities ● Access to Southport for training and employment from some parts of the Borough ● Cross boundary links for employment ● Rural bus services ● Night buses |
| Wirral | <ul style="list-style-type: none"> ● Access to Chester Business Park, Broughton and Deeside for employment ● Access to health and education/training services ● Night buses ● Bus service penetration of housing estates |
| St Helens | <ul style="list-style-type: none"> ● Develop the necessary sites, premises and infrastructure to meet the needs of existing and inward investing companies ● Ensure all educational venues are accessible and suitable for the delivery of a quality curriculum ● Reduce environmental pollution ● More transport choice and safer, efficient public transport ● More walking and cycling, less need to travel, cleaner vehicles and fuel ● Develop successful, thriving and inclusive neighbourhoods which provide clean, safe and attractive places to live ● Ensure that all public services are accessible, affordable, focused, offer choice and are sensitive to social inclusion issues |

Figure 9-2: The Integration of Transport Issues Within Wirral LSP



Maintaining the Partnerships

- 6.90 In order for our partnerships to be successful and to deliver the agreed joint action plans an ongoing dialogue needs to be maintained across all sectors and with all partners. To facilitate this we have agreed with partners a list of key accessibility planning contacts at a Merseyside and local authority level to maintain linkages with the wider partnerships. In addition to this we have, since July been holding a series of stakeholder workshops with the SAPs to finalise the development of the joint action plans. This work will continue and the action plans will grow and develop to meet key accessibility challenges over the next 5 years.

Accessibility Strategy Stakeholder Event November 2005

The culmination of this work was a Merseyside Accessibility Strategy stakeholder event for all partners involved in developing the access plan. The event, held in November was well attended by all partners and was generally regarded as a great success. The event gave us the opportunity to present to partners the key issues to be addressed, the priority groups and areas that have been identified and potential solutions to solve accessibility issues which have been identified through our evidence base.



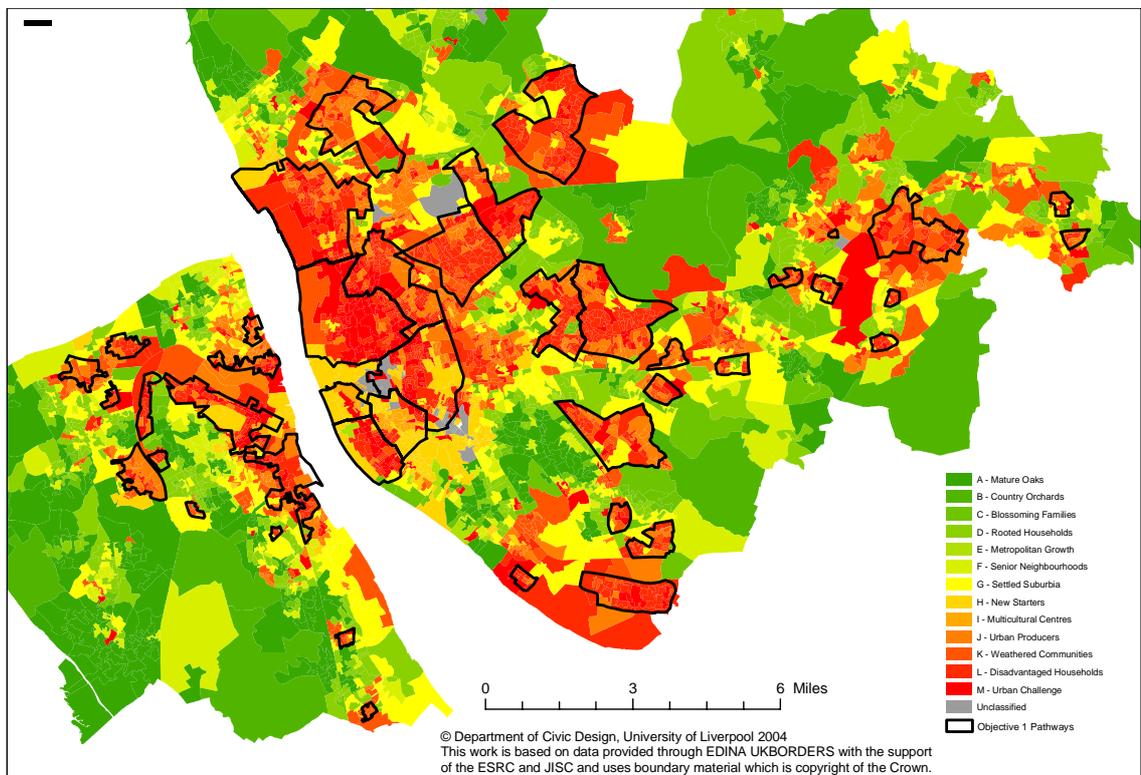
The Evidence Base

- 6.90 In developing our evidence base, we have been working with the Merseyside Social Inclusion Observatory (MSIO). MSIO is an innovative and responsive research centre with a focus on policy relevant research, effective community engagement with excluded groups and best practice about social inclusion/exclusion, particularly through the development of linkages with regeneration focused policies, programmes and activities. We are working with MSIO to improve our analytical and evidence base to identify likely accessibility challenges and opportunities. (Within the Objective One programme MSIO was established as a partnership between the local authorities (including Merseytravel) and the universities). We have also undertaken detailed accessibility audits using the Accession software tool and other relevant information from partners to build up a comprehensive picture of accessibility issues across Merseyside.

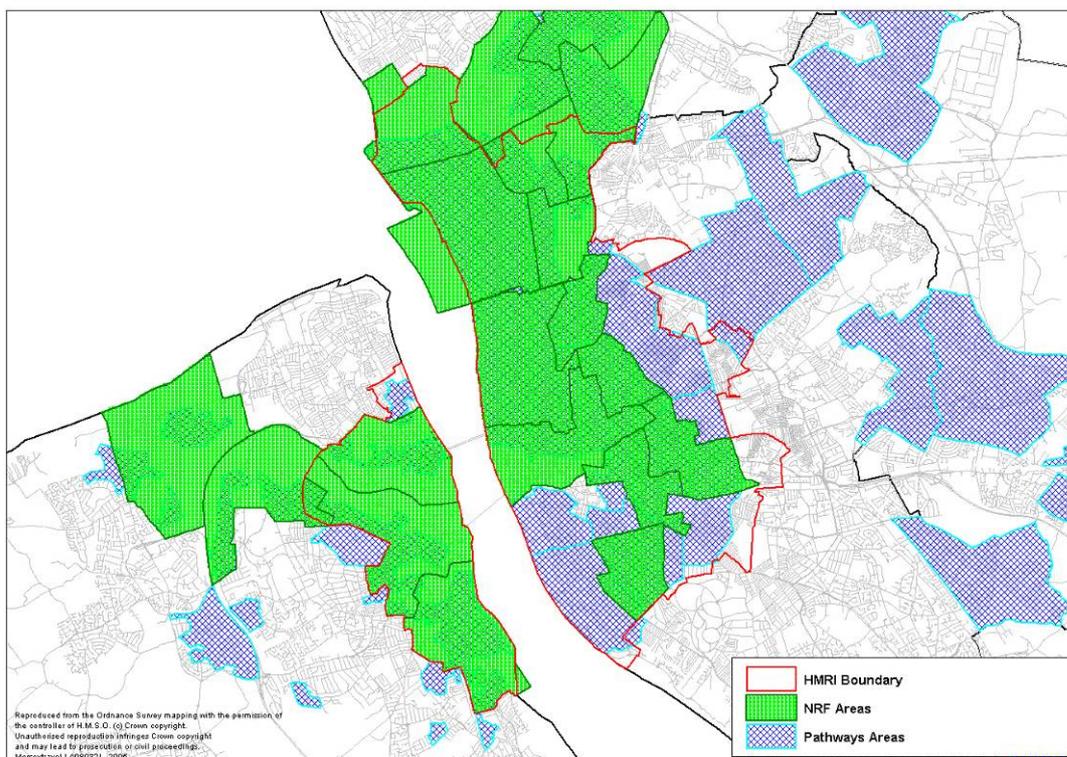
Priority Groups and Areas

- 6.90 From work undertaken to date, it has been agreed that the initial focus of the access plan will be on the 38 Merseyside 'Pathways' areas. Many parts of Merseyside, are within the top 10% most deprived areas in the country and the most severe instances of social disadvantage are to be found in the European Objective 1 programme defined Pathways areas. Map 9-1 illustrates this.

Map 9-2: Pathways Areas and Economic Inactivity



6.90 Map 9.3 demonstrates that while the most chronic instances of economic inactivity and the associated worklessness, skills, health and housing issues are most prevalent in Pathways areas, overlaying those areas of Merseyside which attract Neighbourhood Renewal Funding and those areas covered by the HMRI are equally important and actions will be expanded to include these over the lifetime of the LTP.

Map 9-3: Pathways, NRF and Merseyside HMRI Areas

Breakthrough

- 6.90 There has long been a recognition on Merseyside, that for some, poor accessibility to key opportunities and services is a major contributor to social exclusion. The emerging evidence of new economic activity and housing patterns suggests that this may get worse over the lifetime of the LTP.
- 6.90 Through the European Objective One Programme, the Merseyside Pathways Transport Group (MPTG) was established to provide a partnership that promotes improved transport to Pathways communities. Membership includes representatives from the Merseyside Pathways Network, Merseytravel, Local Authorities and Government Office for the North West, the role of the group was to develop an agreed approach to the requirements for public transport in Pathways areas.
- 6.90 The results of extensive research and the work of the MPTG led to the development of 'Breakthrough' an accessible transport strategy detailing those barriers faced by Pathways residents and proposing solutions for overcoming accessibility barriers. The issues identified by Breakthrough are still relevant and have laid down a good foundation for accessibility planning on Merseyside. This has been taken forward and developed further in the Access Plan.

Identifying the barriers

- 6.90 The development of Breakthrough pointed to the need to introduce transport improvements in order to meet a number of objectives identified by stakeholders in the Pathways research:

- Enabling employers to recruit and retain a higher proportion of their workforce from local Pathways areas.
- Enabling post 16 year old students to have access to the right training courses.
- Enabling the unemployed and those wishing to re-enter the labour market do so with ease.
- Once in employment, ensure that employees have access to good quality sustainable travel choices.

6.90 In order to achieve these objectives Breakthrough identified a number of barriers faced by Pathways residents in accessing opportunities. These barriers are discussed in greater detail below:

- Improved ticket facilities in Pathways areas.
- The need for simplified public transport information.
- Easing the cost of travel.
- Expanding travel horizons.
- Significant transport barriers prevent key groups in pathways areas from accessing hospital and health facilities.
- The majority of the key development sites/employment sites within the SIA's are all very poorly connected with the existing public transport.

6.90 Further studies have been undertaken into the accessibility barriers to a range of opportunities and services in Merseyside and a strong evidence base has been built up locally to support accessibility planning activities. A number of key issues have been identified for targeted action to improve accessibility in Merseyside.

Car Ownership

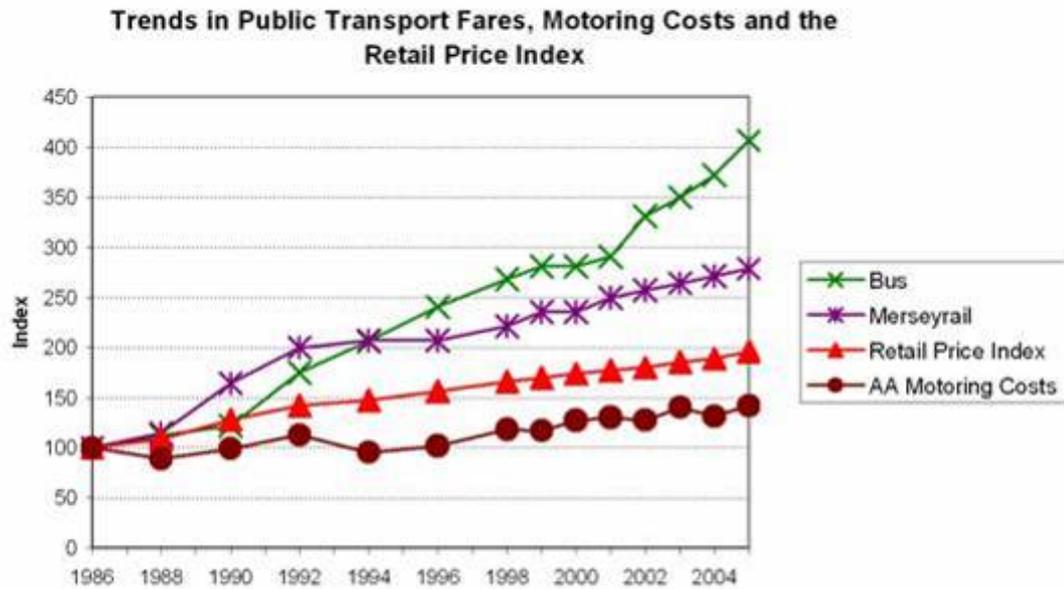
6.90 Merseyside has low car ownership compared to national figures with 38% of households having no access to a car.

6.90 Despite increasing prosperity there will remain large numbers of households without a car and even more individuals without access to key opportunities and services; the Access Plan will be essential for an inclusive community.

The Cost of Transport

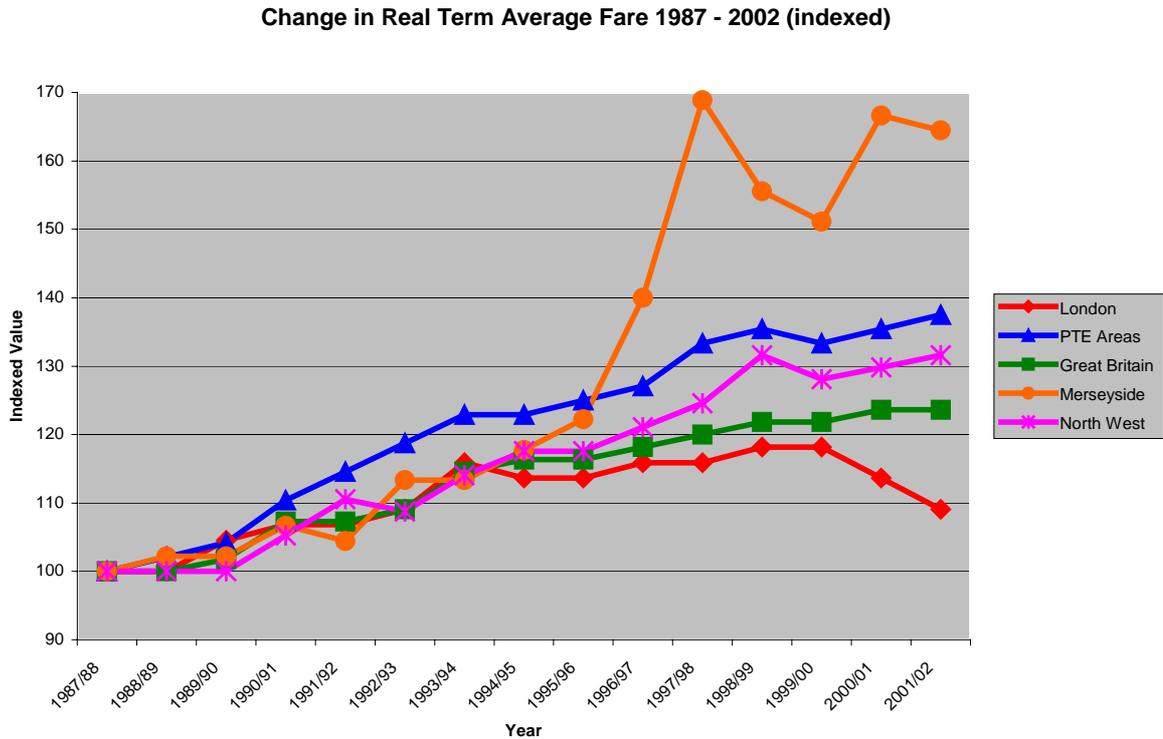
6.90 The relatively high cost of public transport is a significant barrier to many people. Latest figures show that commercial bus fares have increased by 9% over the last 12 months and remain considerably higher than associated rail and motoring costs. Figure 9.3 shows this:

Figure 9-3: Trends in Transport Costs



6.90 Public transport fares on Merseyside are amongst the highest in the country. Figure 9.4 shows this. A study found that the cost of travel as a proportion to their disposable income is high for many Pathways residents. On average, a person would have to commit between 8 and 9% of their disposable income each month towards travel compared with the UK average of 5.6%.

Figure 9-4: Changes in Public Transport Fares



Source: Merseyside Passenger Services Monitor

- 6.90 Pre-paid “Saveaways” and concessionary passes are the most popular tickets for Pathways residents. However these tickets preclude peak time travel, and concessionary passes are only available to people over 60 years and those with a medically defined and Transport Act stipulated disability. Therefore these passes do not provide a great amount of assistance to the groups of people who are finding travel costs a barrier to economic activity.
- 6.90 A single/return ticket bought from the driver is by far the most common method of payment for journeys on public transport in Merseyside. This indicates that at present, the majority of passengers are paying the highest price for their travel. Lack of integration and co-ordination caused by a deregulated bus system will mean that this will increase further if the passenger is required to interchange on their journey.
- 6.90 Merseytravel provide a range of pre-paid tickets at a reduced rate that can be purchased from a number of locations across Merseyside. These tickets are available at Merseytravel Travel Centres, Merseyrail Stations, Post Offices and a number of other retail outlets. However, a detailed analysis on the location of facilities providing pre-paid tickets and the range of tickets available at each location shows different levels of availability of tickets across Merseyside and that for some Pathways areas less than 50% of residents have easy access within a reasonable walking distance to reduced rates tickets. The provision of a range of improved ticketing options is a key issue for Pathways areas.

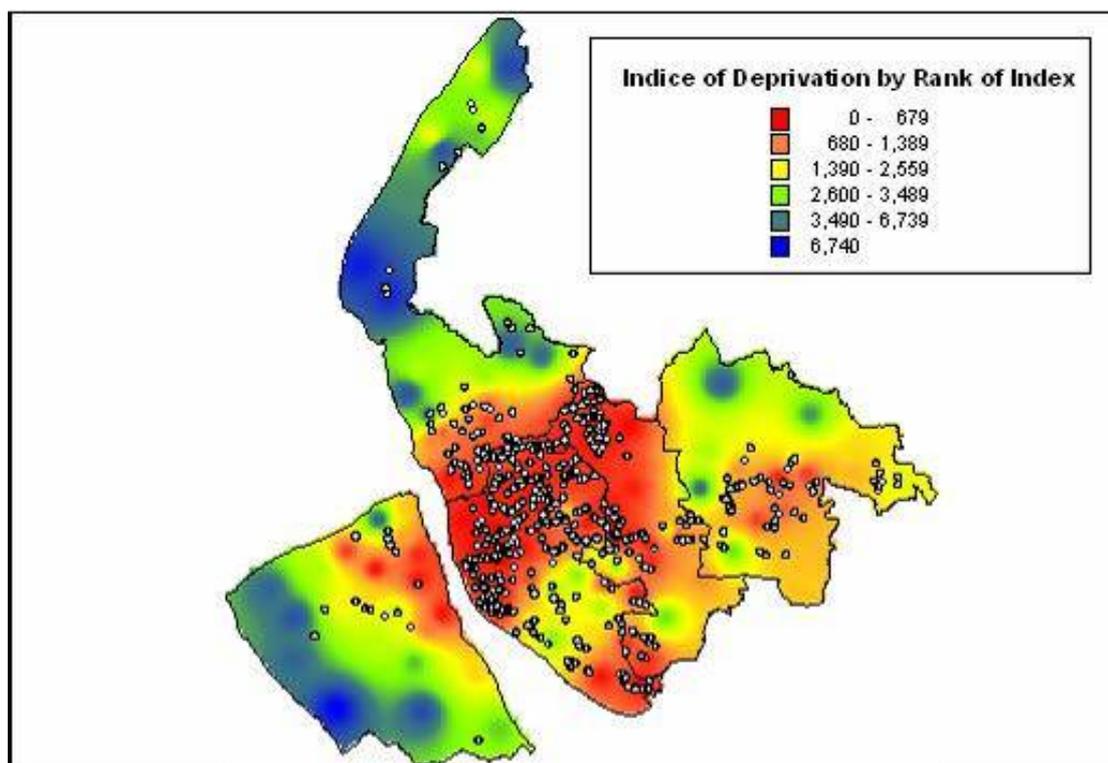
Safety and Security Concerns

- 6.90 For many people, shift work involving travel in the hours of darkness is a particular problem, and may be an influencing factor in an individuals choice to access employment.

Fear of crime may also result in access to other opportunities being lost as a result of a reluctance to travel.

- 6.90 It is communities most dependent on public transport who are least able to endure crime and the fear of crime who are placed under the greatest burden. Early analysis of data from the IriS system (described in chapter 6) shows that there is a correlation between public transport crime and disorder and other indices of social deprivation. Map 9.4 illustrates this. For example, the most frequently damaged bus shelters and the locations at which vehicles are stoned on Merseyside are located in communities with high levels of deprivation. Similarly research has found that 20% of people in deprived communities are fearful while waiting at the bus stop compared to only 5% in more affluent communities.

Map 9-4: Instances of Bus and Shelter Damage Related to IMD



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- 6.90 The TravelSafe programme jointly managed by Merseytravel, operators and Police will be a crucial element in the Accessibility Strategy. **The role of TravelSafe is covered in greater detail in Chapter 6.**

Lack of Information and Limited Travel Horizons

- 6.90 Research for “Breakthrough” shows that many Pathways residents have relatively limited travel horizons and would typically travel no longer than 30 minutes to access work. For infrequent or new users of public transport, lack of information is a major impediment and further compounds social exclusion with residents perceiving that trips cannot be made.

Availability and Physical Accessibility of Public Transport

- 6.90 For older and disabled people an inaccessible public transport network can seriously impact on an individual’s quality of life. Many people on Merseyside find using public transport difficult. Currently, 37% of the bus fleet is fully accessible but the use of an

accessible vehicle on a quality corridor cannot be guaranteed and there are still a number of Merseyrail stations that have accessibility problems. The continuing development of a Single Integrated Public Transport Network through this LTP is central to delivering accessibility improvements. **This is covered in chapter 6** but the Access Plan will contain specific proposals for improvements to bus services and in particular the future expansion of Demand Responsive Transport Services across Merseyside and the role of the Community Transport sector in improving accessibility.

- 6.90 Transport to and from services, business and leisure activities is vital to ensuring that older and disabled people are able to be as fit, active, independent and self caring in the community as possible. **Meeting the needs of the disabled is covered in greater detail in Chapter 6.**
- 6.90 For some people, their travel horizons are likely to be limited by their lack of skills and/or courage to use public transport networks unassisted. This is particularly true for those who have a cognitive impairment and find it difficult to communicate with other people or with finding their way around. Many such people may benefit from travel training and network specific journey familiarization provision.

Best Practice: Assisting Those With Learning Disabilities

Merseytravel’s Community Links and Access Team have developed an education pack promoting access to public transport for people with cognitive impairments. Entitled “Here to There with Merseytravel”, it includes illustrated fact sheets showing how to make a journey by bus or by train, or how to cross the river by ferry.



Merseytravel also fund MENCAP, Shaw Trust who work with young people with learning difficulties and Liverpool Voluntary Services for Blind to carry out travel training for their client from BME groups who have recently lost their sight as part of the TO GO project. Merseytravel have developed “Easy Cards” based on the here to there pack and are designed specially for people with special needs. They are also being translated into Chinese, Somali and Arabic so that they are available to people who first language is not English.



Housing Market Renewal Initiative

- 6.90 The Merseyside Housing Market Renewal Initiative (HMRI), 'New Heartlands', brings new opportunities to areas of low housing demand and abandonment in parts of inner Liverpool, Sefton and Wirral. £90 million has been awarded to Merseyside up to 2006, with a total investment package of £2.28 billion envisaged over 15 year period.
- 6.90 Improving the liveability of Liverpool and the wider Merseyside area is also a priority, to develop vibrant, attractive and balanced neighbourhoods. Coupled with the New Heartlands project is Liverpool's aspiration for 85% of new homes to be constructed on previously developed land. Integral to this liveability agenda is the vision of a clean, safe, secure and accessible environment. Improving the health and well being of the community is also a priority. 24% of Merseyside's population have a long-term illness, compared to the England average of 17%. We are working with HMRI teams in Liverpool, Sefton and Wirral to offer easier access and better facilities for these priority areas. It is agreed that there is much to be gained by ensuring that the proposals that we are setting out in the LTP should be closely aligned with housing redevelopment proposals. To take this forward, a working group has been established which has agreed to:
- Integrate redevelopment areas with new transport proposals such as improved bus corridors and rail stations;
 - Develop joint approaches to the public realm in ways that provide safe pedestrian and cycle routes; and
 - Ensure safer environments in and around transport hubs, including joint working with the Travelsafe initiative.
- 6.90 Such an approach is fully in line with our guidance from DfT and fits with ODPM guidance on Sustainable Communities and HMRI.

Changing Patterns of Economic Activity

- 6.90 Research to examine where job creation was most likely within Merseyside and the wider region has identified an uneven distribution of new employment growth across Merseyside. Many Pathways residents will need to travel further afield for employment and training opportunities. **(This shift in employment and housing patterns was set out in Chapter 4).**
- 6.90 For example Wirral Pathways residents will continue to rely on opportunities being created outside the area in Deeside and Cheshire, and St. Helens Pathways residents will increasingly be drawn to employment opportunities being created in the Warrington area. This raises particular challenges in terms of providing realistic, affordable and convenient transport choices.
- 6.90 Closer examination will be undertaken within the Accessibility strategy of the evidence of population and household growth and jobs creation to examine the need for targeting new or improved transport links or for the active promotion of public transport. This is already underway. Ongoing joint work with the Merseyside Social Inclusion Observatory (MSIO) shows that certain parts of Merseyside, particularly within Liverpool and Knowsley appear to have acute concentrations of worklessness and multiply deprived individuals that will require ongoing support and appropriately targeted interventions.

6.90 Such an approach reinforces the growing influence of the Liverpool City Region and the importance of cross boundary collaboration with neighbouring LTP partnerships as set out in Chapter 5.

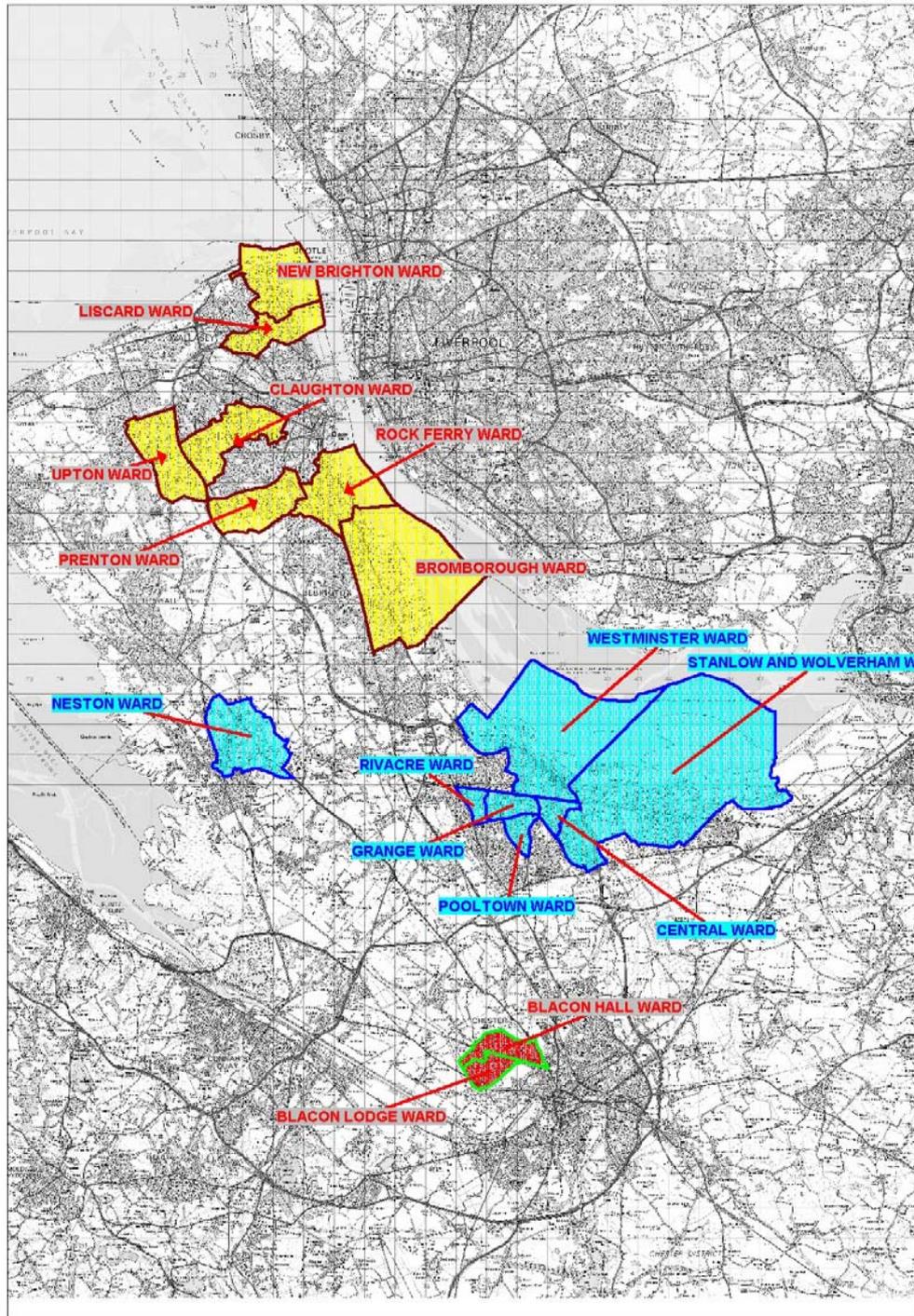
Mersey Dee Alliance (MDA)

6.90 Further evidence of how changing patterns of employment demography and housing will have an increasing impact across the wider Liverpool City Region is provided by the Mersey Dee Alliance. The MDA area covers four Local Authority areas – Wirral, Ellesmere Port and Neston, Chester and parts of Cheshire. There is considerable movement from the MDA area to and from Liverpool, and to areas of employment such as the Deeside Development Zone in Flintshire.

- The Alliance is a recognised travel to work and travel to learn area with a population of 530,000. All partners realised that political boundaries, which engender separate and isolated working, meant that advantages arising from economies of scale, avoidance of duplication and the spreading of best practice could be missed.
- The Mersey Dee Alliance is influenced by three other sub regional agendas; The Cheshire and Warrington Sub-regional Economic Strategy; the West Cheshire – North East Wales Sub – Regional Study; and the Merseyside Sub-Regional Strategy.
- The MDA Transport Group is implementing a strategy to enhance links to employment and health across the area.

6.90 A detailed examination of transport accessibility in the MDA area focused on accessibility to employment sites from 15 target wards all included in the 20% most deprived wards in the Index of Multiple Deprivation. This is shown on map 9.5. The product of the research was an in-depth analysis of travel opportunities, travel behaviour, employment, training opportunities and the labour market. This analysis informed the development of an action plan to address accessibility in the area.

Map 9-5: MDA Targeted Wards



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6.90 The research confirmed trends in employment patterns revealed in the LCRDP with the polarization of employment growth areas and areas of unemployment and worklessness.

- 6.90 Whilst the MDA area has benefited from relatively strong economic performance in recent years, there is a geographical mismatch between areas of high economic inactivity and the availability of employment. The potential scale of future development and strength of market pressure in Chester and in Flintshire would appear to suggest that this geographical mismatch is likely to persist or worsen. A crucial issue is that of available skills and the research provides evidence that simply providing transport links to employment opportunity areas is unlikely to assist many residents of disadvantaged communities, if they do not have the skills to offer the economic growth areas.
- 6.90 This polarisation of employment opportunities has been discussed earlier and this has clear linkages to the HMRI proposals being taken forward in Wirral. We are currently progressing this with Wirral's HMRI team.

Best Practice: The Mersey-Dee Alliance Workwise Initiative

Workwise Programme

A key element of the MDA Transport and Accessibility Study action plan centred around the establishment of a 'Workwise' programme for the MDA area to address both actual and perceived transport barriers to reducing 'Worklessness' in the 16 target wards.

A Workwise Officer was appointed and an implementation programme was agreed by the MDA in March 2005. The programme is built around the following initiatives and will be carried out over the period 2005 – 2007.

- Improving Information.
- Scooter Commuter scheme.
- Mersey Dee Alliance Travel Card.
- Access to rail.
- Workplace Travel Plans.
- Working with employers.
- Access to education.
- Accessibility Planning.

Rural Issues

- 6.90 Merseyside has areas which can be classed as rural or semi-rural. These areas are low density, typically with a population of less than 3,000 and often have high levels of car ownership. However, the rural population still require an adequate level of public transport to enable them to access other areas for employment, education, healthcare, leisure and

other opportunities. A study into the transport needs of rural communities has shown that key issues are:

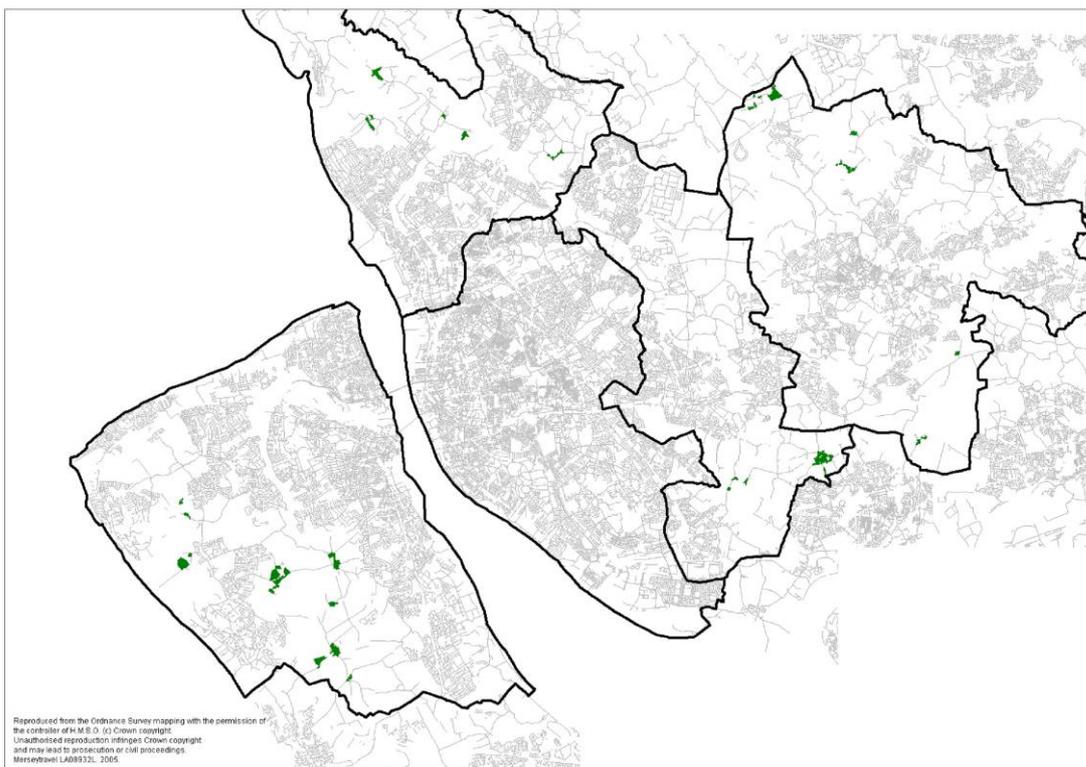
- Lack of travel choice.
- Provide people living in rural communities with opportunities to travel to and from leisure and recreation destinations.
- Limited access to fresh food outlets from rural communities
- Ensure that all rural passenger transport services are accessible to all.
- Ensure that the rural population is aware of the full range of available travel opportunities.

6.90 The villages in Merseyside are in semi-rural areas on the urban fringe and cannot be described as remote. Map 6-8 shows the principal villages. Expectations may be higher because there is a wide range of destinations available in nearby urban centres.

6.90 For residents in rural areas, there are generally two types of travel need. The first 'essential' travel needs are those that provide access to jobs, education, healthcare and food shopping facilities while the second set of needs 'optional' or quality of life requirements are equally important if less tangible than essential needs. These may relate to issues such as lifestyle and leisure activities which have an impact on the quality of life that an individual or family can enjoy.

6.90 For the villages in Merseyside, the essential travel needs of residents are generally met, through the 'conventional' public transport network providing journeys from town and city centres. However, fresh food outlets are not particularly accessible to people living in rural areas and this is seen as a major discriminator of rurality.

6.90 Some access to employment sites may be more difficult for non-car owners as 'conventional' public transport services may not operate at times that individuals need and may not provide convenient travel to work opportunities.

Map 9-6: Rural Areas

- 6.90 In some cases, early evening outward journeys are possible but no late return journey is operated, largely negating the value of the outward service. What is usually lacking is safe and reliable transport for the last stage of the return journey from key bus stops on main corridors or rail stations to rural communities. Taxis may be a solution for those who can afford them, but they may not be readily available locally from a rural station or a stop on an inter-urban bus route to a village.
- 6.90 Although it is not realistic to suggest that all optional journeys should be met by public transport, if access to leisure and recreational destinations could be achieved once or twice a week, it would represent a step change in quality of life for many people living in rural communities.
- 6.90 A related issue is the amount of ferrying that is necessary for older children and teenagers. This is a problem for non-car owning households and a burden for parents with cars.
- 6.90 Many people living in rural areas may not be aware of the travel opportunities that actually exist using the existing public transport network. Any proposals to improve public transport in rural areas needs to be complemented by a parallel promotional exercise.
- 6.90 We have conducted a rural proofing exercise using the Countryside Agency's "Rural Proofing Policy Makers' Checklist" which concluded that we have made significant progress in raising the profile of rural transport issues through such work as the recent Rural Transport Needs and Accessibility Study.

The study has identified a number of specific issues affecting rural communities as highlighted above and proposes a series of detailed measure to help overcome accessibility barriers faced by rural communities.

5 Year Programme

- Examine additional funding streams to provide extended services to rural areas.
- Develop the role of DRT and taxis as part of extended services.
- Improve access to fresh food through the development of mobile food vans serving rural areas with poor access to fresh food outlets.
- Link the health agenda with access to the countryside.
- Develop TravelSafe for specific rural initiatives.
- Improve information provision.

6.90 Delivering the Strategy

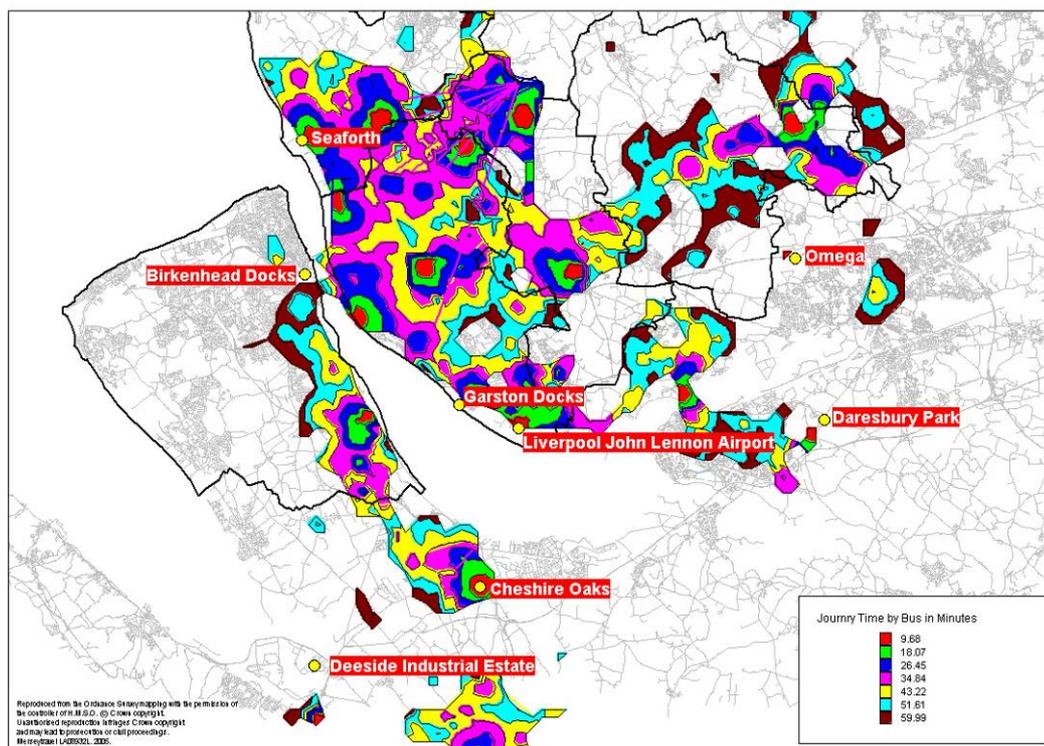
6.90 Delivering The Strategy The evidence base has provided a clear focus for the SAPs to begin the task of prioritising activities across the key sectors of employment, health and education. This will be aided by the analysis emerging from Accession.

6.90 To date, strategic accessibility audits have been completed and Accession has been used to produce a series of map showing accessibility by public transport to major employment sites, main hospitals, GP surgeries, colleges and main shopping centres across Merseyside over a number of different time periods agreed with partners to reflect main journey patterns. Initial analysis of the results confirm that it is the Pathways areas who are suffering most from poor accessibility to key opportunities and services. Results from Accession have started to highlight specific accessibility problems, for example poor accessibility to Chester Business Park from Wirral and poor accessibility to the Women's Hospital from the North Liverpool area.

6.90 These results are being used by the SAPs and are aiding the prioritisation of activities and to inform the work currently underway on local accessibility assessments. Accession is being used to build on the results from the strategic audits to determine accessibility issues at the local district level across all modes of transport.

6.90 Each of the SAPs has been working on identifying areas of work were the development of joint initiatives to improve accessibility across each of the key sectors. A series of joint action plans have been developed which detail actions, responsibilities and indicative timescales. These will be subject to more development over the lifetime of the LTP. Map 9.6 provides an example of mapping being used for access assessments.

Map 9-7: Bus Accessibility to Major Employment Sites AM Peak



6.90 The TravelWise initiative will be closely linked to this strategy and will continue to integrate travel plan work with the development control process and contribute to the partners developing a common SPD on Access and transport for Merseyside.

Access to Employment

6.90 It has been agreed that for the Accessibility Strategy, the key issue is ensuring access to jobs and opportunities. **We have established a Performance Indicator to measure our progress on this issue in partnership with Jobcentre Plus.**

6.90 The transport and employment sectors have a good record on joint working to improve access to employment through improvements to public transport and the development of work place travel plans. Working in partnership with Jobcentre Plus, Merseytravel introduced an innovative new bus service to address accessibility problems for Wirral jobseekers accessing employment outside of the Wirral area. Our work with JCP over the Summer has led to an agreement to extend the current MDA Workwise initiative across Merseyside. A partnership agreement is being put in place a copy of which is shown in appendix 11. This represents a significant step forward and demonstrates a commitment from our partners to work together to improve accessibility to new employment opportunities.

6.90 Equally, the Merseyside TravelWise team has been successful in working with major employers on developing work place travel plans which in many instances has opened up the range of transport available to the existing and potential workforce.

6.90 Figure 9.5 details the action plan for the employment sector.

Figure 9-5: Transport and Employment Sectors Joint Working Plan to Improve Accessibility

| Action | Roles | Timescale |
|--|---|---|
| Ongoing Accessibility Improvements | | |
| Jointly define targeted areas for support taking account of Merseyside Economic Strategy Action Plan and City Regional Development Plan | Merseytravel, JCP,LSC, Local Authorities, | Ongoing and developed further Autumn 2005 |
| Develop package of supporting measures with linkages to the Full Employment in the City Region project as part of the Merseyside Economic Strategy and the Northern Way initiative linking worklessness with the provision of bus based public transport:- <ul style="list-style-type: none"> • Build on Workwise project • Provide improved travel information • Explore role of Neighbourhood travel coordinators • Improved ticketing / subsidise travel expenses • Development of new services such as Joblink • Identification of funding streams | As above plus Objective One (and successor programmes), JETS | Autumn 2005 and ongoing through lifetime of Access Plan |
| Develop Workplace travel plans – also provides better travel information for new employees | Employers, Travelwise | Ongoing rollout to sites |
| Link WorkplaceTravel Plans with recruitment drives, eg Hospitals, | Employers, Travelwise | Autumn 2005 and ongoing |
| Develop links with development agencies, regeneration teams, etc to establish early warning of incoming job creation in order that supporting travel packages can be implemented | As above plus development agencies, LA regeneration departments | Ongoing |
| Action | Roles | Timescale |

| Ongoing Accessibility Improvements | | |
|--|------------------------------------|--|
| Provide improved public transport information to staff, visitors | Merseytravel, JCP | Ongoing rollout across sites as part of Travel Plan implementation |
| Provide childcare/ crèche facilities | Employers | In line with site Travel Plan |
| Locate new developments which supports access by non car users. Fits with proposed Merseyside Supplementary Planning Document, (SPD) on transport and land use/locational choice | LTP SU, TravelWise, Employers, JCP | In line with development proposals |
| Flexible working hours to match public transport | Employers | In line with site Travel Plan |
| Provide facilities for walkers and cyclists | Employers | In line with site Travel Plan and LTP proposals |
| Subsidise job seekers travel | Employers, JCP | Ongoing |
| Provide mobile job centres | JCP | Autumn 2005 and ongoing rollout |
| Development of Workwise initiatives e.g. Scooter Commuter | JCP, employers, TravelWise | Ongoing to 2007 |
| Expansion of Neighbourhood Travel Teams | Merseytravel, JCP | Ongoing rollout across Merseyside |

Access to Education and Lifelong Learning

- 6.90 The Travel Concessions for post-16 Learners Final Report to the Greater Merseyside LSC, stated that transport barriers affected choice and take up of education and training opportunities for young people. It was found that the primary barrier to post 16 education was the high cost of using public transport to access schools and colleges. However, affordability is less of an issue if the public transport does not support the needs of learners accessing education.
- 6.90 Our work with the LSC over the Summer period has shown that for many young people currently not in education, employment and training it is a lack of available public transport and the time taken to travel to post 16 education facilities is a significant barrier to accessing learning. This is particularly true of young people between the ages of 16 and 18. This is a key target group for the LSC and we have also established a performance indicator in partnership with LSC to measure the accessibility of 16 to 18 year olds not in education, employment or training to post 16 learning facilities.
- 6.90 Following the enactment of the Education Act 2002, which places a requirement on all LEA's to develop a 16-19 transport policy a range of new initiatives have been developed co-ordinated by the Greater Merseyside Learning and Skills Council and the District Local Authorities, including the setting up of new District Transport Education Partnerships which have pioneered a wide range of transport initiatives across Merseyside using DfES "Pathfinder" funding.
- 6.90 In support of the LSC's planning responsibilities, the LSC have put into place a process called Strategic Area Review (StAR), which looks at how well provision meets the needs of learners and employers and underpins the planning and funding of future provision.
- 6.90 This will have implications for travel and accessibility to learning across Merseyside. As part of the SAP for access to education, Merseytravel and the LSC are assessing the implications of these options.
- 6.90 Figure 9.6 details the progress made to date with the SAP for education on developing a joint action to improve accessibility to education.

Figure 9-6: Transport and Education Sectors Joint Working Plan to Improve Accessibility

| Action | Roles | Timescale |
|---|---|----------------------------|
| Capital Schemes and Service Location Changes | | |
| Ensure consistent interpretation of Accessibility – Development of accessibility criteria for educational establishments | LA's/LSC/LTPSU | Spring / Summer 2005 |
| Include Accessibility into new site assessment criteria emerging from StAR reviews. | LSC | In line with LSC proposals |
| Include Accessibility into assessment criteria for service location changes emerging from StAR reviews. | LSC | In line with LSC proposals |
| Include Accessibility into new site assessment criteria emerging from Building Schools for the Future programme | LEA | Ongoing |
| Forward postcode and catchment information for service / location changes to LTPSU prior to assessments. | LSC | Spring / Summer 2005 |
| Local Transport Plan partners provide accessibility advice for service / location changes | LTPSU Access Officer to co-ordinate with LA | Spring 2005 and Ongoing |
| Consider sustainable travel at new site design phase to ensure supports college Travel Plan e.g. car park provision, cycle parking etc. | Colleges/LA's with TravelWise advice | Spring 2005 and ongoing |
| Develop Travel Plan action plans for all new sites | LA's with TravelWise team | Prior to move |

| Action | Roles | Timescale |
|--------|-------|-----------|
|--------|-------|-----------|

| Ongoing Accessibility Improvements | | |
|---|--|---|
| Develop Travel Plan for post 16 education sites with overall policy and practices | Colleges with TravelWise team | Summer / Autumn 2005 |
| Develop Travel Plan Action Plans for all post 16 education sites | Colleges with TravelWise team | Ongoing rollout to sites |
| Explore joint working on improved transport provision to sites, inter site transport and other opportunities. | Colleges, LTPSU Access Officer, Local Transport Plan partners. | Summer / Autumn 2005 and ongoing |
| Explore potential for developing new ticketing schemes to help with travel costs | LSC and LTPSU | Autumn 2005 and ongoing |
| Development of school and college Travel Plans | LA's/Colleges with TravelWise team | Ongoing |
| Joint mini-bus schemes | LA's/Colleges/Merseytravel | In line with future proposals for the delivery of education |
| Integrate schools transport with local bus network | LA's/Merseytravel | Autumn 2005 and ongoing |
| Integrate schools transport with other LTA transport | LA's/Merseytravel | Autumn 2005 and ongoing |
| Re-organise schools bus contracts | LA's/Merseytravel | Autumn 2005 and ongoing |
| Improved public transport information provision to both students and staff | Schools/Colleges/Merseytravel/TravelWise | Ongoing |

| Action | Roles | Timescale |
|--|-----------------------|---|
| Provide transport for those with learning difficulties | LA's | Ongoing |
| Provide childcare for adult students | Colleges/Universities | In line with site travel plan development |

| | | |
|--|--------------------------------|-------------------------------|
| Alter school timetables to match public transport | LEA's | Autumn 2005 and ongoing |
| Improve walking and cycling routes to schools and colleges | LEA's/Colleges with TravelWise | Ongoing roll-out across sites |
| Through LSPs support appropriate LTP measures with a benefit to learning | LSC/LA's | Ongoing |

Access to Health Care and Fresh Food

- 6.90 Transport can have a major impact on the health and economic lives of the whole of the community. The clear link between transport and health and their impact on the wellbeing of communities was recognised through a joint study between Merseytravel and the Merseyside Health Action Zone.
- 6.90 The study found that in Pathways areas there is generally a poor level of health with some 52% of residents having attended hospital in the last 12 months, but in many Pathways areas there appears to be a higher number of people with severe health difficulties and a smaller number of primary care facilities of all types. Further transport barriers to accessing health care were also identified as:
- Lack of direct services to hospital sites from Pathways areas,
 - High cost of short trips,
 - Shopping and services moving to edge of town sites, making it difficult for residents without cars to gain access to cheaper food and services,
 - Difficulties in using public transport timetables,
 - Lack of timetable availability.
 - Poor inter peak services that stop too early.
- 6.90 Merseytravel in partnership with Southport and Formby Primary Care Trust, commissioned work to identify and demonstrate how the accessibility planning process can be applied to a Primary Care Trust within the Merseyside area to act as a guide to future practice.

Improving Access to Food

Improving access to a healthy diet can also contribute towards the achievement of key health outcomes. An access study in Knowsley for fruit and vegetables was very successful. This is being developed further. Access to healthy food and 'food deserts' will be taken forward by Heart of Mersey, which is funded by the Primary Care Trusts. A food group has been established with Heart of Mersey and food leads across Greater Merseyside to take forward improving access to fresh food. As part of our ongoing work with MSIO, a food mapping exercise has been undertaken to identify food deserts across Merseyside to enable us to target those areas where access to food is particularly poor. For many people living in disadvantaged communities, it is not necessarily a lack of transport is the issue but rather the fact that once at the food store they cannot afford to purchase the goods they need to maintain a healthy diet. This is highlighted by the recently completed "Get Heard" document, profiling poverty and social exclusion across Merseyside:

"I buy things that are marked down in the supermarket, food that's at its sell by date. It's all I can afford. When you're on a limited income you have little choice." – Participant, Wirral workshop

The food group have agreed and are developing a scheme to introduce mobile food vans offering affordable produce to members of vulnerable communities.

Best Practice – Knowsley Veggie Van

The Veggie Van is a not for profit, community fruit and veg van the aim of which is to encourage healthy eating/living and to make fresh fruit and veg accessible to everyone in Knowsley. All of the fruit and veg is bought direct from Liverpool fruit and veg market it is as local as Veggie Van can possibly make it. The van travels throughout the borough selling its produce on the street, by home delivery and through various schemes like the “Bag a Bargain” food co-op scheme.

In 2005 the van started to provide fruit to some local schools for the fruit tuck shops and provide fruit to local organisations including PCT, dentists, and company offices for the Fruit on Desk schemes. In 2006 they will be supplying fruit for the Resource Centres for people with learning difficulties.



Improving Access to Leisure Facilities

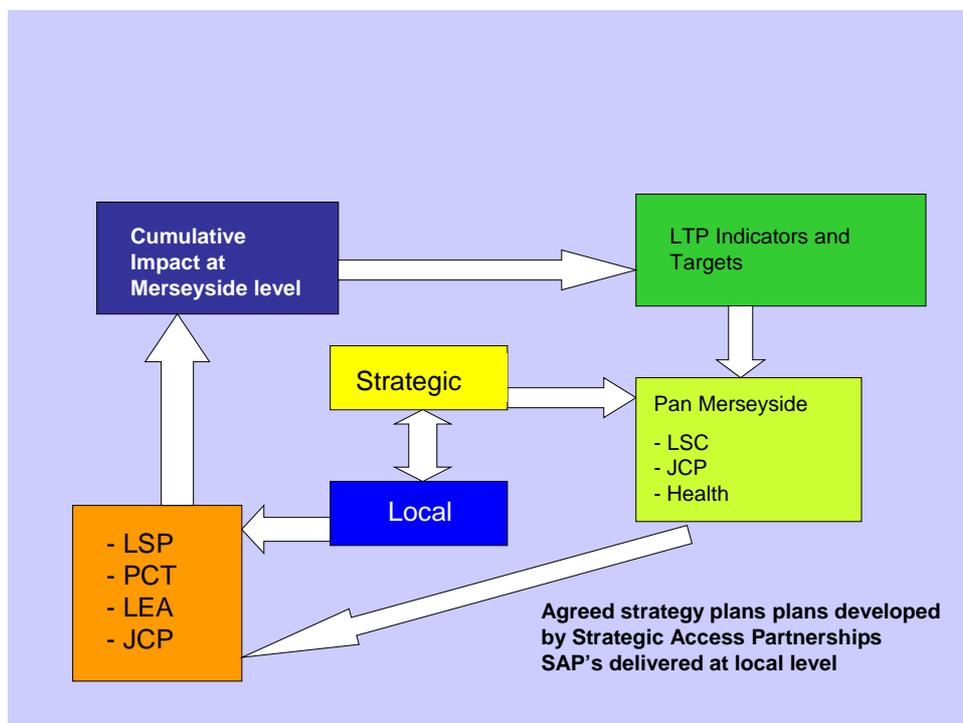
- 6.90 Improving access to leisure facilities, and promotion of cycling and walking, can help to encourage a healthier lifestyle and support Government's aim to increase levels of physical activity for both adults and children. Figure 9-7 details the indicative joint action plan for the health sector

Figure 9-7: Transport and Health Sectors Joint Working Plan to Improve Accessibility

| Action | Roles | Timescale |
|---|---|-------------------------|
| Capital Schemes and Service Location Changes | | |
| Ensure consistent interpretation of Accessibility (see below) | PCTs disseminate | Spring / Summer 2005 |
| Include Accessibility into new site assessment criteria | SHA and PCTs | Spring / Summer 2005 |
| Include Accessibility into assessment criteria for service location changes | PCT | Spring / Summer 2005 |
| Forward postcode and catchment information for service / location changes to LTPSU prior to assessments | PCTs | Spring / Summer 2005 |
| Local Transport Plan partners provide accessibility advice for service / location changes | LTPSU Access Officer to co-ordinate with LA | Spring 2005 and Ongoing |
| Consider sustainable travel at new site design phase to ensure supports PCT Travel Plan eg car park provision, cycle parking etc. | PCT TravelWise advice | Spring 2005 and ongoing |
| Develop Travel Plan action plans for all new sites | PCTs with TravelWise team | Prior to move |

| Action | Roles | Timescale |
|--|--|----------------------------------|
| Ongoing Accessibility Improvements | | |
| Develop PCT Travel Plan with overall policy and practices | PCTs with TravelWise team | Summer / Autumn 2005 |
| Develop Travel Plan Action Plans for all PCT sites | PCTs with TravelWise team | Ongoing rollout to sites |
| Explore joint working on vehicle use through ambulance service booking system and other opportunities | Ambulance Trust and LTPSU Access Officer, Local Transport Plan partners. | Summer / Autumn 2005 and ongoing |
| Explore potential for better use of hospital travel costs scheme | PCT / NHS Trusts and LTPSU | Autumn 2005 and ongoing |
| Introduce mobile food vans <ul style="list-style-type: none"> • Food deserts • Disadvantaged communities | Merseyside Food Group | From February 2006 |
| Through LSPs support appropriate LTP measures with a benefit to public health such as Low Emission Zones, Travel Plans, Quality Bus Contracts. | PCTs | Ongoing |

Implementing the Strategy



- 6.90 A range of transport interventions have so far been identified. These will be integrated with the non transport interventions to produce an agreed Access Plan in 2006.
- 6.90 A key element of the Accessibility Strategy will be improvements to the public transport network in particular the role of bus. The revised Merseyside Bus Strategy places improving accessibility at the heart of delivering a 'single integrated public transport system accessible to all'.
- 6.90 Merseytravel will review the scope and extent of the tendered bus network to ensure best value for money and we will work with partners to review priorities for service improvements. We will review the guidelines for the provision of supported bus services with a view to setting minimum accessibility standards to the key locations for employment, education and healthcare as part of the Accessibility Strategy which in turn will be used to inform the programmes of action discussed in relation to the single integrated public transport network.
- 6.90 Initiatives such as Joblink have had a real impact in reducing accessibility barriers for job seekers accessing employment. A recent study by the FIA Foundation used Wirral Joblink as a case study as part of an international study - *Evaluating the Contribution of Transport Projects to Welfare to Work*_(not yet published) to assess the effectiveness of transport interventions on reducing social exclusion in particular addressing barriers to work found that **"Joblink has removed many of the physical barriers preventing Wirral Pathways residents taking up new employment opportunities."**
- 6.90 The study also recognises that Joblink could have a significant role to play in the regeneration of Wirral and the boost this could have to the local economy by removing accessibility barriers. The role of complimentary measures such as travel training and

targeted information through initiatives such as Neighbourhood Travel Teams is recognised and Joblink is cited as a good example of how any new services can be adapted relatively quickly in response to new developments in the labour market. This is encouraging and we will build on this in the Access Plan.

Community Transport Sector

- 6.90 The Merseyside Community Transport sector has a great deal of potential to help meet the transport needs of local communities, especially those at risk of social exclusion.
- 6.90 The LTP Partners, wish to see a strong, dynamic community transport sector on Merseyside and recognize the important role community transport has to play in a number of key areas of transport provision. To support this, Merseytravel have initiated a two year pilot project to develop a support structure for the community transport sector. The Merseyside Communities on the Move project is an action research and development project designed to build capacity and capabilities within the Merseyside community transport sector and to identify ways forward that enables the expertise in the community transport sector to be used for the benefit of socially excluded communities. The project is being led by the Community Transport Association.
- 6.90 The project is providing the Community Transport Operators on Merseyside with access to consultants approved by the CTA to support the development of a workable sector forum, providing training needs analysis, business planning and advice as well as opportunities to identify best practice and establish sustainable growth. The pilot intends to demonstrate opportunities available for the securing of contracts to deliver transport services on behalf of key agencies and service providers.

Demand Responsive Transport

- 6.90 For many residents living in disadvantaged communities the conventional bus network may not often meet their transport requirements such as reaching health appointments, catering for early morning or late night shift start and finish times. There is therefore a need to develop new transport solutions to meet the needs of everybody in the community. This will include expanding the role of Demand Responsive Transport and building on the expertise of the Community Transport Sector.
- 6.90 Merseytravel have recently completed a major study into the future role of Demand Responsive Transport services across Merseyside including how these can be integrated into non-emergency transport provision and expanding the role of the Community Transport sector. This work will be particularly important as part of the Patient Choice agenda.
- 6.90 The research provides a framework for the future development of DRT in Merseyside. Based on this, Merseytravel will, through the Access Strategy enhance and develop the role of Merseylink and Joblink services, build on exploratory work with other DRT providers such as the ambulance service, social services and education transport examining the potential for using these fleets to deliver enhanced services and integrating the taxi sector. Merseytravel will also seek to maximize the benefits of the latest technology for booking and operational control of DRT services.
- 6.90 The role of walking and cycling in improving accessibility is not underestimated. It is likely that each trip will begin and end with a walk meaning that this part of the trip is equally important. Walking and cycling are embedded within the Accessibility Strategy and there is significant potential for these modes to make a positive contribution to ensuring safe and sustainable access to a range of places and opportunities. For example contributing to

sustainable communities through new housing developments by ensuring that adequate walking and cycling facilities are built in at the design stage.

- 6.90 It will also be crucial that the pedestrian environment is accessible to all who use it, in particular the elderly or disabled who may be reluctant to travel because of problems with the pedestrian environment. As part of the Access Plan we will be working with disability officers to assess the accessibility of the pedestrian environment.

Neighbourhood Travel Co-ordinators

- 6.90 The ability to access and understand information is crucial in overcoming transport barriers and broadening travel horizons for excluded people. In order to help excluded communities address these problems, Breakthrough recommended the establishment of a team of Neighbourhood Travel Co-ordinators (NTC's) who would be responsible for:

- Maximising the transport and travel opportunities of residents.
- Identifying and developing low cost travel solutions for local community needs.
- Provide a full range of travel information and personal travel advice.
- Liase with Merseytravel, local authorities, key agencies and transport operators (including community/voluntary transport organisations) with regards to transport improvements/initiatives in each area.
- Provide better linkages with TravelSafe.

- 6.90 As part of the first Local Transport Plan a successful pilot scheme has been established in Birkenhead. It is envisaged that working with partners, NTC's will be established across Merseyside as part of an expanded Workwise programme across the area.

Best Practice: Neighbourhood Travel Teams

Interventions to address lack of information and limited travel horizons have proved successful. The provision of face to face travel surgeries in Job Centres, recruitment events and at community events and venues delivered in partnership with other agencies and organisations have proved effective in supporting individuals to broaden their travel horizons and to make informed choices about what training and employment options are available to them. These interventions have included the Neighbourhood Travel Team Pilot based in Birkenhead, Wirral and serving the communities most affected by worklessness to support awareness raising and take up of training and employment opportunities across the Mersey Dee Alliance (MDA) area. This pilot is funded by the MDA, Wirral Borough Council and Merseytravel.

A variation of the Neighbourhood Travel Team model is the use of outreach workers seconded to the Knowsley Working in Neighbourhoods (WiN) Pilot to provide transport information to overcome transport barriers. These outreach workers have had the same training opportunities and access to Merseytravel information and support as the Neighbourhood Travel Team Members but are working far more intensively in a focused geographic location: Towerhill and Northwood, Kirkby. This WiN Pilot is amongst the most successful of the national pilots.

Workwise

- 6.90 Workwise is a pilot project established by the MDA to work specifically with socially excluded people to remove transport barriers that block people from accessing employment and training and to find new ways of making access easier and to improve the dissemination of information by integrating Workwise activities with NTC's.

The availability of skills is a real issue and that simply providing transport links to areas of new employment opportunities is unlikely to assist many residents of disadvantaged communities. Therefore the Workwise initiative will act as a bridge between agencies working with unemployed residents and employers to ensure that right skills match for an individual access employment. The Workwise initiative will run for 2 years and will be reviewed to assess the benefits in extending the scheme to cover other areas of Merseyside. TravelWise

- 6.90 The role for Travel Plans in delivering accessibility assessments and improvements at major health sites, large employers and education sites is an approach being used across these sectors to ensure maximum efficiency in raising and addressing access issues. In this way the TravelWise programme is an integral element of Merseyside's Access strategy and is working at all levels to improve access through physical improvements at sites, promotion of hospital costs schemes, information provision and identification of service delivery issues as well as public transport considerations.

Potential for Joint Funding**Getting There – Transport for The Community, Lets Get Moving**

- 6.90 Merseytravel has been successful in securing £3m of European Objective 1 funding to support measures which address transport to life opportunities such as employment, training, health services, fresh food shopping as well as social and leisure activities. Using

the Accessibility Strategy as a framework through which the funding will be delivered we will focus on the following issues:-

- This funding will be targeted as those residents living in Merseyside Pathways areas;
- The funding will assist voluntary and community organisations to respond to local transport needs. This could be through providing transport services to groups for jobs and training purposes;
- Help voluntary and community organisations develop a business plan so that they can respond to local transport needs and help grow the local social economy;
- Develop different ways of sharing public transport information and increase people's confidence and mobility through neighbourhood travel teams, support for people who want to use the public transport system, new ways of relaying transport information so that people can make informed choices and more easily use services and opportunities; and
- Responding to new demands for transport through the development of the LTP to address factors which affect everyone's quality of life.

6.90 The allocation of £3m of 'additional' funding to support a major LTP priority through the Access Plan is a significant factor for the success of the LTP. Bids for this funding is to be done on a commissioning basis and information on how to access the funding has been produced and distributed widely across Merseyside.

6.90 The LTP Partners are using existing LTP funding to provide capital grants to community transport operators. The Local Transport Plan Community Transport/Access Grant Fund makes grants of up to £25,000 available for projects which address transport barriers. This fund assesses bids in relation to the priorities of both the LTP and Breakthrough.

6.90 Merseyside has also been highly successful in attracting other sources of funding to support transport developments. This has included Urban Bus Challenge and Kickstart funding, funding from the North West Development Agency to support the MDA, European research funding and contributions from partners such as Jobcentre Plus and the Primary Care Trusts. There are also other potential sources of funding contributing to transport developments. For example a decision is expected shortly into the provision of Neighbourhood Renewal Funding from Wirral LSP to support the expansion of the successful Neighbourhood Travel Co-ordinators team operating across Wirral and the wider MDA area. This illustrates cross sector support for what we are trying to achieve and all partners are committed to identifying appropriate sources of funding to implement measures in each of the joint action plans.

Programme for Action

The programme for action is currently under development and work will continue on this in the period to March 2006. During this time we will:

- Develop and agree the Accessibility Strategy and Plan with partners and stakeholders.
- Develop the role of the Strategic Accessibility Partnerships.
- Build on the good progress made with the use of Accession to map key accessibility issues and challenges.
- Examine the potential for the expansion of Neighbourhood Travel Co-ordinators across Merseyside.
- Assess the potential for expanding the range of DRT services in Merseyside following the recently completed DRT review.
- Examine the potential for integrating and expanding Joblink and Merseylink services.
- Explore the potential for expanding the role of Community Transport Sector through the Merseyside Communities on the Move project.
- Monitor and review the MDA Workwise initiative and examine the potential for expanding this across other areas of Merseyside.

10. THE SHARED PRIORITIES: ROAD SAFETY

In 2004 the Police recorded over 7000 people injured on the roads of Merseyside. Each day, two people are killed or seriously injured. We know that the most vulnerable and disadvantaged communities suffer the most.

Our Aim:

To provide a safe and efficient highway network for all users, paying particular attention to the most vulnerable users and new priorities for action that have been identified.

We will measure our performance by:

- Continuing reductions in children killed or injured.
- Reductions in fatal and serious casualties overall.
- Reduction in accidents at identified problem locations.

Introduction

10.1 The number of children killed or seriously injured on Merseyside's roads is successfully responding to our programmes and is down in line with our target. However, the *overall* number of people killed or seriously injured, although down is not reducing in line with our target. The downward trend in child casualties is being offset by rises in some groups of adult casualties. This is described in 10.3 to 10.18.

10.2. The Road Safety Strategy for Merseyside has two main themes: first it seeks to sustain our success in reducing child casualties which are particularly numerous in the more deprived areas; second it proposes additional programmes to combat newer and rising threats to adults, where younger adults are found to be especially at risk. The partnership between the highway authorities on Merseyside and the Police is strong, as is their joint commitment to tackling this problem. We believe that the programmes now proposed (summarised briefly in paragraph 10.40) will bring the partners back on target by 2010.

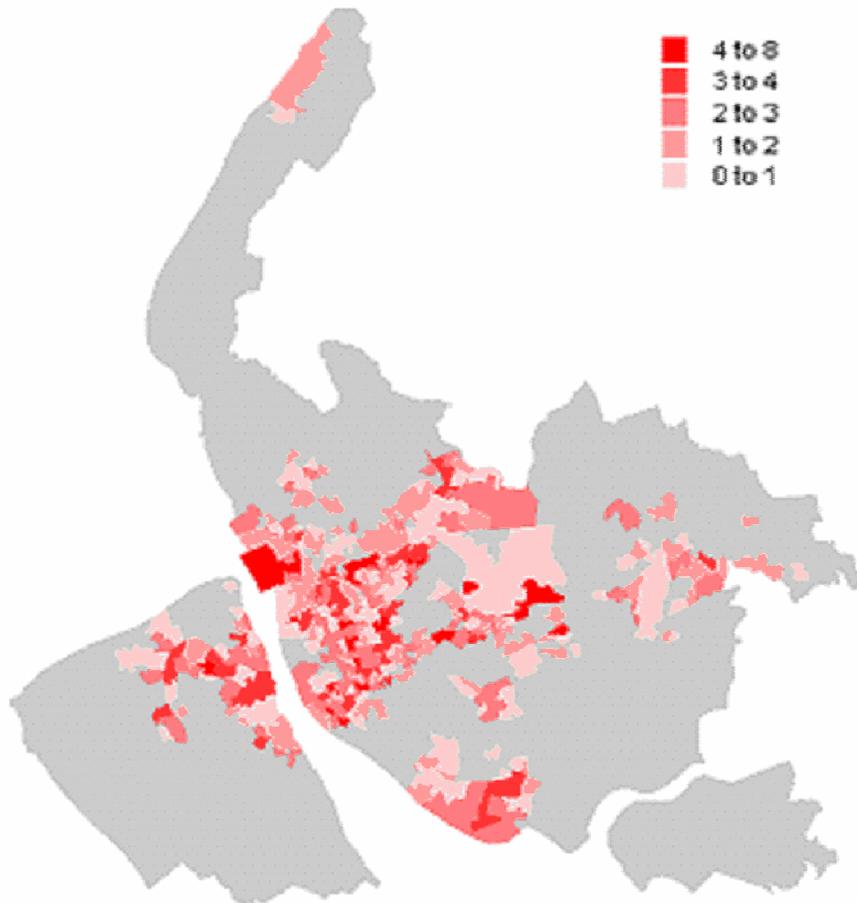
Road Casualties in Disadvantaged Areas

10.3. The final report of the Social Exclusion Unit showed that across the country there were higher numbers of children injured on roads in areas of high deprivation. In 2000, Merseyside's first LTP had also noted higher risk to child pedestrians in such areas. Using the latest figures from ODPM, 42% of the children of Merseyside live in those Super Output Areas (SOAs) which are within the 10% most deprived in the country. 65% of all injuries in Merseyside to children as pedestrians in the five-year base period (1994-1998) were found to have occurred within these areas (see Figure 10.1).

10.4. In response, extensive programmes of engineering and education have been introduced to tackle this issue. A major impact across Merseyside has been in the area of child pedestrian assessment and training mainly through the Kerbcraft Pilot, together with

increased engagement of children in School Travel Plans. Traffic Calming as part of area-wide Urban Safety Management, and other Local Safety Schemes based on in-depth analysis have played an important part in the success so far. A summary of further initiatives for child safety in the future is included starting at Section 10.26.

Figure 10-1: Child Pedestrians Killed or Seriously Injured on Merseyside’s Roads in the period 1994-1998 in each of the ODPM’s Super Output Areas in Merseyside which fall within the 10% most deprived in the Country.



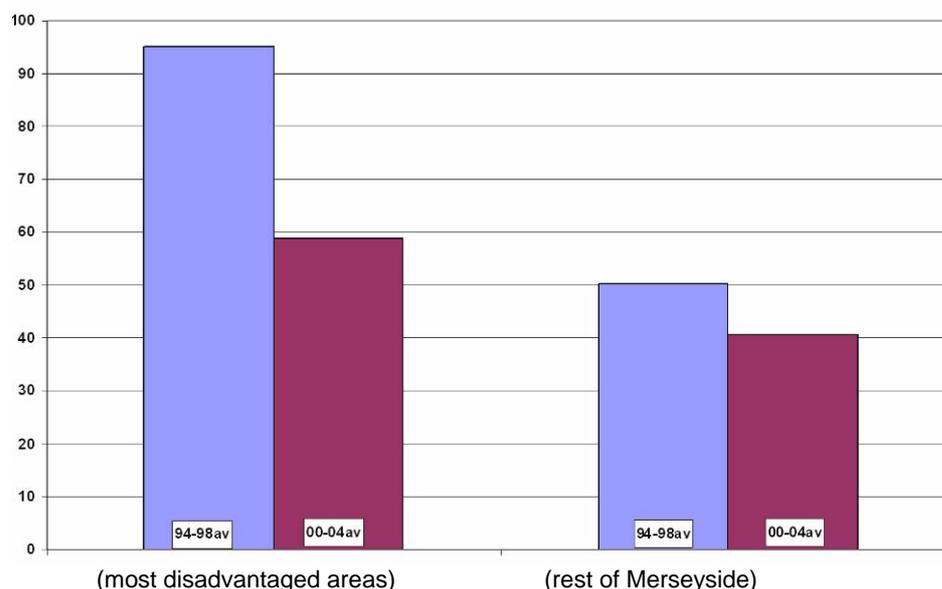
Best Practice - The Neighbourhood Road Safety Initiative in North Liverpool

In 2004, Liverpool City Council was awarded £1m of special grant from the DfT to implement Road Safety initiatives in the North Liverpool Partnership Area in 2004/05 and 2005/06. This level of funding has allowed a wide range of innovative approaches to be adopted in partnership with the local community. As well as a range of engineering measures, education and training initiatives have included Roads Safety Clubs, the Total In-car Safety plan, Walk-to-School projects and a programme of action to address Car Offenders. The North Area of Liverpool was chosen for this treatment because of the extreme levels of casualty and deprivation. This initiative has led to the production of resources and developments that are having wider application.

10.5. To reflect the importance of reducing injuries to children, the partners have agreed on a target to reduce the number of children killed or seriously injured by 55% by 2010.

10.6. The results so far are very promising with a substantial reduction in such casualties. In the last five-years (2000-2004), compared with the number recorded in the base period, there has been an overall reduction of 30% in the number of children killed or seriously injured, which is on track to meet the 2010 target. As shown in Figure 10.2, this includes a reduction of 38% in child pedestrians killed or seriously injured in the areas of greatest deprivation and a reduction of 19% in the lower levels experienced elsewhere.

Figure 10-2: Reduction in child pedestrians killed or seriously injured in Merseyside between 1994-1998 base-period and 2000-2004

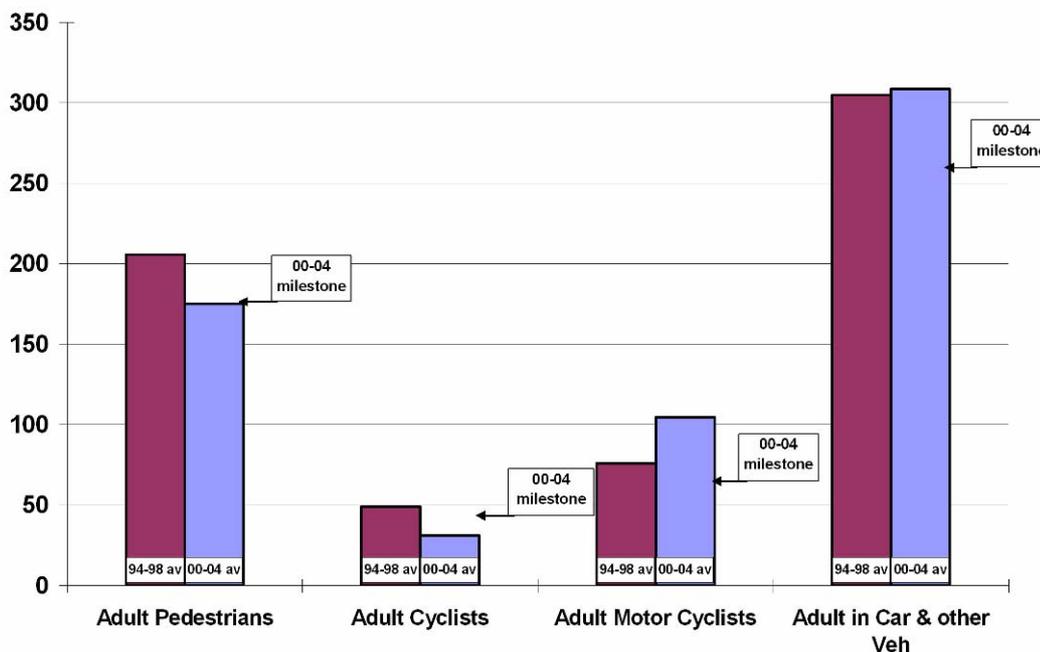


Changes in the Pattern of Adult Casualties

10.7. Overall there has been a small reduction in the average number of adult casualties since the base period (620 per year for 2000-2004 compared with 637 during 1994-1998, a reduction of 17). However, this fell far short of our milestone target which sought a reduction of 79 by 2000-2004, to be in line with our 2010 target for this sector.

10.8. During this period overall Adult Pedestrian Casualties and Adult Cycling Casualties have reduced in line with targets, but these have been almost completely offset by increases in fatal or serious casualties to adults in motorised vehicles as shown in Figure 10.3.

Figure 10-3: Changes in the number of Adults Killed or seriously injured between 1994-1998 and 2000-2004



Increase in Casualties involving Motor Cycles (inc other powered two-wheelers)

10.9. Although the popularity of motor cycling appears to vary between the districts, an increase in the number of casualties has been recorded to adults using motor cycles and other powered two wheelers in all districts, at all times of day and across all age groups, although with a bias towards younger adults. In 1994-98 the number of people killed or seriously injured on such vehicles in Merseyside represented 9% of all fatal and serious casualties. By 2000-04 this accounted for 14% of the total, an increase of 36%.

10.10. Whilst research is incomplete, it is suggested that two main types of user are involved – leisure and commuting, both of which appear to be on the increase. Leisure-use riders are often involved in voluntary risk-taking behaviour, whilst the promotion of cheaper smaller bikes, together with free parking in business and shopping centres and no toll for the Mersey Tunnels may also be factors in this increase in use.

10.11. Working in partnership with colleagues in Merseyside Police and the Merseyside Fire and Rescue Service together with motorcycle manufacturers Honda, we have implemented a motorcycle rider education/training programme – Bikesafe. The programme is being developed to also give essential skills following on from the minimum standard received under the national Compulsory Basic Training programme. Additional effort is being directed at making all road users aware of the potential dangers faced by motorcyclists with new high-profile media campaigns.

Increase in In-car Casualties

- 10.12. There has been a small overall increase in the number of adults fatally or seriously injured in cars, rather than a reduction of around 15% which would have been required to be in line with the target. However, within this there has been a significant increase in the period 9pm to 6am. The increase is most acute among males aged 29 or less, tailing off with increasing age.
- 10.13. Traffic is very light during this nine-hour period with only 14% of the daily flow but around 40% of all fatal and serious casualties. Indeed, the risk of fatal or serious injury during that nine-hour period at weekends is up to ten times that on a weekday daytime (7am to 7pm).
- 10.14. We have noted patterns in these casualties, which tie in with the late-night entertainment activity in the area. Pre-midnight pub hours predominate in rural areas and centres away from the City. Post midnight club hours predominate in club and student areas. But most striking is the high occurrence of both types at the heart of some of the poorest areas. Further in-depth investigation is being made into of a sample of specific accidents occurring on “quiet” roads.
- 10.15. Almost all of these crashes show the characteristics of excessive speed. The Merseyside partners are working closely with the Police, who are intensifying and restructuring their enforcement plans by intelligence-led policing, which addresses the pattern of incidents in which people are killed or seriously injured and focuses on the geographic area and time profiles where this is occurring. The LTP partners welcome the Police proposal to increase enforcement capacity by 20% and believe that it will play a major role in our five-year Road Safety Strategy for Merseyside. The wider role of the Police in road safety is described further in 10.37.

Casualties in Rural Areas

- 10.16. Almost half of the Merseyside land-area is rural, although most is in close proximity to urban areas. Between 1994-98 and 2000-04 there has been an increase in the number of fatal and serious casualties in the Greenbelt areas of 5%, many of which relate to excessive speed. The majority of casualties on these roads are adults in cars. There are indications that limitations in forward visibility are often not taken into account sufficiently by drivers. There is a tendency for drivers to use the speed limit as the preferred speed rather than an upper legal limit.. An increased emphasis in defensive driving (including during driving tuition) may help here, backed-up by increased targeted enforcement as described elsewhere.

Changes in Slight Casualties

- 10.17. Between the mid 1980s and the mid 1990s, the number of slight casualties recorded, rose far in excess of the increase in traffic levels or indeed the levels of risk. The conclusion was reached that there was an increased propensity to report injury. The nature and incidence of these casualties suggested that it was probably associated with the availability of compensation. In the last few years Merseyside Police have changed the rules under which slight injuries are recorded. In particular, late reporting of injury is discouraged.
- 10.18. The effect on overall reporting levels has been dramatic. However, future trends and target setting based on slight casualties needs particular care. Although a problem for target setting, the value of this data for analysis cannot be overstated, in terms of our ability to determine action in most of our intervention programmes. This is discussed further in Appendix 12.

Results of Public Consultation

- 10.19. A lack of acknowledgement among the general public about the scale of road safety problems is reflected in the low score received for this topic throughout our public consultation on the LTP. This should not be a surprise. Raising awareness of the problem and sustaining it in an appropriate manner has always presented a problem for road safety professionals. More recently, the need to trumpet success in a performance-based culture has been seen to sit uneasily alongside the need for highway authorities and the police to constantly reinforce the dangers to the public arising on the highway network.
- 10.20. There is much about road safety that is counter-intuitive. The greatest danger often lurks in those places that feel safest, where people are off-guard. Most road-users adjust their behaviour according to their perception of the dangers that they face. Improving the accuracy of that perception is now seen to be of the highest priority. Successful performance is judged according to whether we have delivered to the public what they want. In this context, raising the public's awareness of the problem is crucial to deliver the safer roads that we all deserve.

The Road Safety Strategy for Merseyside

- 10.21. The partners have prepared a draft Road Safety Strategy for Merseyside. This includes a Casualty Report, which analyses the strategic issues as set out in the LTP. It identifies newly arising local threats and proposes additional areas where programmes and measures are required. ***(The strategy is described in greater detail in Appendix 12).***
- 10.22. The Strategy has two main themes: first it seeks to sustain our success in reducing child casualties which have been particularly numerous in the more deprived areas; second it proposes additional programmes to combat the newer and rising threats to adults, where younger adults are found to be especially at risk.
- 10.23. Previous road safety work has focused on deprived areas which has significantly reduced child KSI's. The latest rise in adult KSI's is focused on the 16-29 age range in Liverpool and Wirral. More detailed research is being commissioned on this latest finding, and the outcome of this research will have significant implications for future joint working between Road Safety and TravelWise. Previous messages and interventions used will have to be focused at this new market of 16-29 year olds with money to spend.
- 10.24. A national perspective is gained by comparing performance with the rest of the country, and by addressing other nationally identified issues, as set out in Central Government guidance, which are examined in the Merseyside context, to provide an appropriate response.
- 10.25. The Strategy formulates programmes and partnerships for future work that will be necessary to deliver the casualty reduction. It identifies budgetary requirements and value-for-money. It examines casualty savings that can be expected from following good practice in other areas of the Transport Programme and elsewhere in the wider sphere. Finally, it examines the crucial issues of perception and behavioural change that will be necessary to bring about the scale of reduction sought. It refreshes future forecasts and suggests additional milestone indicators for monitoring purposes to ensure that with proper feedback mechanisms, the headline indicator targets are met. This is our Business Plan for Casualty Reduction. Some of the key issues are set out in the rest of this section.

Further Action to Reduce Child Casualties

- 10.26. Traffic Calming and other Local Safety Schemes based on in-depth analysis have played an important part in the success so far. However, it is likely that there will be fewer opportunities in some districts for high levels of child casualty reduction from such schemes in the future.
- 10.27. Another significant challenge to this target lies in the need to gain financial support to enable the child pedestrian training initiatives to continue when the special DfT funding for the Kerbcraft Pilot comes to an end. The partners consider child pedestrian training to be extremely valuable, and a replacement finance is being sought in the short term from other sources such as Neighbourhood Renewal Funding. In the longer term, revenue finance received via the LTP is proposed for this purpose. See paragraph 10.44.
- 10.28. The reduction in child pedestrian casualties has occurred so far among children from the youngest ages up to eleven years. Between 1994-98 and 2000-2004, casualties among older children (aged 12-15 in years 9 and 10) as pedestrians have not reduced. Similarly, although less numerous, the number of children of all ages killed or seriously injured in motor vehicles has not reduced sufficiently in this period.
- 10.29. Research into these types of casualty has led to the development of new resources and campaigns aimed at encouraging less risky behaviour as pedestrians and as car passengers. These address problems that can arise from lack of attention when walking on the highway, or lack of use of seatbelt restraint within vehicles.

Best Practice - Street Smartz

Street Smartz is a Road Safety DVD with accompanying teaching materials which is funded by NRF monies. The target audience for the DVD is Yrs 9 and 10 which is a particularly difficult audience to connect with, as well as being an age group that statistics demonstrate is at high risk of being killed or seriously injured.

Street Smartz is innovative in that it does not employ didactic messages and this should be seen as its strength. Instead, the characters in the DVD will be familiar to the target audience and in this way pupils can be encouraged to encode their own solutions and observations through procedures such as discussion, feedback and extended project work. Street Smartz represents real and sensitive issues facing young people such as drug driving, peer pressure, sex, self image anxiety, isolation and gender. These issues were represented in the DVD after full consultation with teachers and educational professionals and a full evaluation of the project is being undertaken by Liverpool John Moore's University to measure any resulting change in attitude and behaviour.

Working with external partners was integral to the success of this project and linking the educational materials to the national curriculum as well as holding an INSET (In Service Training) day for secondary schools ensures that we are able to monitor the educational output from our target group.

- 10.30. Whilst giving special attention to the above specific types of child pedestrian casualty, the partners believe that there is need for road safety advice for all children at every stage of development because casualties are still too high among all children. Programmes are in place for each year in the child's life, and these are reviewed and

reconsidered in the light of local and national analysis each year. The wider introduction of School Travel Planning provides an invaluable opportunity to discuss the way in which children interact with their environment and how this can reduce their risk in their journeys to and from school and elsewhere.

Cycle Training

- 10.31. A barrier to increasing cycle usage is fear of using the highway. Consequently, providing a consistent high quality of training is a priority for the partners. For LTP2 we are seeking to establish a joint, Merseyside Cycle Training and promotion scheme, to deliver National Standard Cycle Training and potentially a wide range of promotion initiatives. A number of mechanisms for delivery are being explored which would ensure a sustainable initiative that contributes to the wider regeneration, health and social objectives of the Local Transport Plan.
- 10.32. This innovative approach will be an important element of the strategy to ensure cycling becomes a respected mode of transport. (Appendix 7 contains more details).

TravelWise

- 10.33. Safety is an integral part of the TravelWise initiative. The School Travel Plan programme ensures that safety and sustainability are addressed as a coherent package. The Travel plan programme has not only worked in more affluent communities to reduce car use, but in more deprived communities to address safety issues in recognition of the disproportionate number of child casualties in these communities.
- 10.34. Contact with firms to discuss travel planning is also the ideal time to raise issues of road safety during the working day. High quality material available from the Health and Safety Executive, prepared jointly with the DfT is proving invaluable in this process.

Consultation with the Community

- 10.35. The disappointing (if not entirely unexpected) awareness of road safety issues found during the LTP consultation is not repeated at the local level, when more tangible issues are under discussion. For example, participants in the Community Planning process have placed road safety issues high on their agenda with many examples where Neighbourhood Renewal Funding has been provided flowing from this.
- 10.36. Urban Safety Schemes, Traffic Calming and other changes to the immediate environment are all the subject of in-depth consultation with residents affected. This might be more properly described as successful community engagement rather than consultation, as is also the case of extensive parental involvement in child pedestrian safety training and school travel planning.

Best Practice: Our Walk to School

The 'Our walk to School' initiative is one of four projects funded through the DfT's 'Neighbourhood Road Safety Initiative'. It involves local school children (Yr 5) filming and mapping their walk to school and highlighting the road safety issues that their local community face on a daily basis.

A maximum of 15 schools in North Liverpool (and more recently 4 schools in Kensington funded through Neighbourhood Renewal Fund) have joined the project. They will be trained in digital video editing, web page design and map making.

Our partners in these initiatives are:

- John Moore's University (Cartography Department and the International Centre for Digital Content) who provide a comprehensive 3 day training course for teachers involved in the project.
- Children's University who accredit the 'Filming Our walk to School' and 'Mapping Our walk to School' modules.
- Kensington New deal who are considering match funding the NRF 'Our Walk to School' in their area.
- River Media who have provided post production editing of the pupils films.
- Sustrans and Travelwise who have been interested in the potential for this project to deliver School travel Plans.
- Extended Schools who would like this project to be developed across the city as an out of school activity.

The project will equip the children with the skills necessary to identify potential road safety hazards and to then identify possible solutions ranging from traffic calming and pedestrian crossings to cycle training and enforcement campaigns. Their suggestions will be considered by road safety officers who will then provide the appropriate solutions from the remaining funds. The 'Our Walk to School' project allows communities to take ownership and responsibility for solutions to their own particular urban road safety issues. This allows visible regeneration in areas of deprivation to become a reality.

Merseyside Police

- 10.37. The partnership between the highway authorities on Merseyside and the Police is strong. The Local Strategy and Policing Plan (2005-2008) for Merseyside, now acknowledges that traffic policing has an important part to play in reaching the Government's target to reduce road traffic casualties. It is keen to achieve a cultural change in the way it deals with road traffic law and safety issues, and has increased the level of resources available for road safety policing with an increase in the Road Traffic Department by 20%. Further development of this partnership will take place in the autumn ready for the full LTP, and revised Policing Plan in 2006.
- 10.38. Consistent with the views of the Government and the Association of Chief Police Officers and backed up by the Road Safety Bill, it clearly sets a commitment to deal with all forms of illegal and anti-social use of the roads, including drink-driving, speeding, dangerous or careless driving and driving-behaviour threatening to road users including pedestrians and other drivers.
- 10.39. The strategy aims to tackle these through a highly visible police presence on the roads, with campaigns to target:
- Drink driving
 - Excessive Speed
 - Failing to use seat belts
 - Mobile phone usage while driving
 - Failing to comply with traffic lights
 - Disqualified or uninsured Drivers

Speed Reduction Strategy

- 10.40. The need for speed reduction has emerged from analysis of the road casualties as a common theme running through many strands of our safety strategy for Merseyside and hence in the programmes of intervention that have been developed by the Highway Authorities, the Police and our other partners. These are set out in detail in Appendix 12.

Review of Speed Limits on Main Roads

- 10.41. Partners are committed to undertake a complete review of speed limits on the major roads across Merseyside. This will be consistent with the road and road user hierarchy set out elsewhere in the LTP and will take into account the objectives of the five Traffic Managers and the Police, and the history of road casualties on the network.

Merseyside Road Safety Camera Partnership (MRSCP)

- 10.42. The Merseyside Road Safety Camera Partnership, which comprises the Highway Authorities of Merseyside, together with the Police and Magistrates Courts, went live in April 2005, with 2005/06 as its first year of operation. Camera enforcement is directed at the reduction of road casualties, indeed this is its only aim.

- 10.43. As with the other Camera Partnerships across the country, the rule to date has been that all recouped fines income returned to the partners should be reinvested in the service. However, the DfT recently announced proposals to increase the amount of funding returned to highway authorities from this source, and to give greater flexibility in the way that such revenue income can be used although it will still be ring-fenced for road safety measures. The LTP is the vehicle through which partnerships are to set out their proposals and these are included in Appendix 12.

Residential and Other Minor Roads

- 10.44. So far each district highway authority has pursued separate strategies in the way they have prioritised speed reduction on the residential and other minor roads, guided by the elected members and residents of those areas. A critique of these has been undertaken as set out in Appendix 12.
- 10.45. Casualty reductions of around 65% are commonplace from such schemes. However, there is also great amenity value from lower traffic speeds in residential areas, which offer significant benefits to vulnerable users and form part of the cycling and walking strategies in their locality.

Links with other transport programmes

- 10.46. Any changes made to the highway system can affect the levels of risk. The now familiar practice of *Safety Audit* attempts to avoid the unwitting introduction of hazards in all new designs that vary the functionality or appearance of the highway. Equally, there is a potential safety bonus from any improvement where there has been a history of casualties.
- 10.47. The Road Safety Planning Group is engaging with staff in the other programme areas to ensure that added value by the use of collision data is being taken, and also to attempt to quantify the extent of the safety benefit. The Strat-e-gis system being developed for the Merseyside LTP will be of assistance in this area.

Highways Agency

- 10.48. The programmes of the Highways Agency are playing an important role in our strategy on the strategic highway network. The major scheme at junction 6 on the M62 (Tarbock Interchange) is designed to further reduce casualties at this site which has been a significant trouble spot in recent years. Their co-operation via the Memorandum of Understanding with Merseyside Authorities will minimise risk at congested locations. Their partnership with highway authorities via the National Traffic Control Centre is welcomed as a valuable method of highway management which will assist the traffic managers of Merseyside in their task.

Programme of Action

- 10.49. The Table inset draws together a summary of the issues for target groups proposed in Merseyside to achieve our road safety casualty reductions by 2010. The three traditional areas of: Education, Engineering and Enforcement are recognisable on this list, although as is clear from this section as a whole these are not silos. The common thread is the reliance throughout on analysis of the problems from the real data collected by the Police, taken in the context of national advice, the formulation of clear strategies and actions flowing from this, and the high reliance on monitoring and

feedback mechanisms which test the effectiveness of our actions and keep us alert to new threats.

Five Year Programme

Records, Analysis, Coordination, Consultation and Monitoring. We will undertake:

- Data Collection, analysis, strategy formulation and coordination with partners.
- Consultation with community on strategies and programmes.
- Monitoring of results of individual initiatives and programmes. Annual refresh of Casualty Report and Road Safety Strategy.

Education Training and Publicity for Children. We will continue with the following programme:

- Pre-Schools information distributed by Health Visitors as road safety advice for new parents; Local Garages trained in fitting and checking child car seats and seat belts. Activities for Nursery Groups.
- Reception starting School Pack – advice for Parents.
- Years 1 and 2: Kerbcraft Practical Pedestrian Training – by parent volunteers; Assessment of children’s pedestrian skill-level - parental involvement. ‘I can keep myself Safe’- Books for children with Teachers notes & CDROM.
- Years 3 and 4: Theatre in Education: theme – including follow-up and resources.
- Years 5 and 6: Cycle Training; ‘Fast Lane’ speed and risk awareness on highway.
- Years 7 and 8: Crash Survival Session – Hall-based and Tool Kit.
- Years 9 and 10: Theatre in Education Projects; StreetSmartz DVD and follow-up; Pre-driver Training.

Other Education Training and Publicity. We will continue to work with:

- Taxi Drivers, Ice Cream Vendors, Nursery Nurses, Childminders, Parent/Carers, Offenders, Road Safety Committees, Awareness raising, Summer and Winter anti-Drink Drive, Road Safety at Work (HSE/DfT), BikeSafe for safety of motor cyclists.

Enforcement. We will develop:

- Intelligence-led Policing to reduce excessive speed.
- Enhanced working arrangements with the Police.
- Campaigns targeted at drink driving, failing to use seat belts, mobile phone usage while driving, failing to comply with traffic lights, disqualified or uninsured

Drivers, Road Safety Camera Partnership.

Engineering. We will undertake:

- Annual trawl for Local Safety Schemes at single and mass action sites.
- Area and Route based analysis leading to coordinated speed reduction and other safety measures through Urban Safety Management and a variety of Local Safety scheme initiatives.
- Walking & Cycling Schemes
- Comprehensive Safety Audit of all Highway schemes.
- Consultation on all highway changes.

Transport and Travel Planning. We will ensure:

- Assessment of all aspects of the LTP Strategy and Implementation for Road Safety Implications.

Develop working arrangements with TravelWise to develop:

- Safety opportunities during School and Workplace Travel planning.
- Safety Audit of Routes to school.
- Full involvement with Accessibility Planning.

10.50. The above interventions are described in more detail in Appendix 12 as part of the Merseyside Road Safety Strategy which will form the basis of individual programmes of action for the partner authorities and other bodies involved.

11. MAINTAINING THE QUALITY OF LIFE

Our Aim:

We have set out in this LTP the anticipated growth in the City Regional economy and how changes to population, housing and employment patterns are likely to lead to increased demand for travel and growth in car ownership and traffic.

This LTP is designed to provide a framework for a longer term strategy and five year spending programme to provide the right transport provision to support the economic growth and social and economic regeneration of the Merseyside area, and to ensure that potentially harmful effects of transport provision are managed in ways that protect health, environment and quality of life.

Particular measures will be required to manage and mitigate the negative impacts of increased travel and traffic on the most vulnerable and disadvantaged communities who often suffer the worst impacts.

These actions taken locally will also contribute to the wider national and international efforts required to address climate change.

Our Aim

To ensure that the demand for transport and the rise in traffic does not reduce the health or quality of life or damage the environment for Merseyside residents.

We will measure our performance by:

- The performance indicators already set for air quality.
- Using the Strategic Environmental Assessment and Health Impact Assessment to examine the extent to which the LTP will address concerns over transport impacts.
- Conducting research into the impacts of regeneration and traffic growth on disadvantaged communities.
- Utilising tracking surveys to measure concerns with wider traffic and travel impacts.

11.2. In this chapter we describe how we are taking a range of actions to mitigate the damaging impacts of traffic growth on our environment and communities' and how we can contribute to the national debate on climate change.

Greenhouse Gases

11.3. Transport is responsible for 28% of the carbon dioxide (CO₂) emitted in the EU and 84% of the emissions produced by transport are from road transport (chapter 8 has set out the impacts of this on Air Quality).

- 11.4. Locally the impact of climate change has been monitored over recent decades, with the following being reported: 0.4°C rise in annual mean temperature at Manchester Airport between 1988 and 1997 (compared to the 1961-1990, 30 year average).
- 11.5. Predictions for the north west indicate a gradual increase in average annual temperatures, by between 1 and 5°C by 2080's, with between 9 and 69cm change in sea level. The range indicates the scenarios that have been modelled. The predictions are also based on no action being taken to curb emissions.
- 11.6. On a north west basis it has been calculated that transport accounts for approximately 23% of the total CO₂ emissions. The levels of climate change gases (CO₂) arising from transport in Merseyside will be reviewed following the latest update of the Merseyside Emissions Inventory (**see Chapter 8**).
- 11.7. Increasing traffic growth will inevitably give rise to an increase in CO₂ emissions. The continuing increase in the use of private cars will eventually outweigh the benefits of the more efficient engines that are being developed.
- 11.8. The general approach to climate change is to adopt a mitigation and adaptation strategy. Within the LTP, it is recognised that steps can be taken to reduce emissions of greenhouse gases from transport sources as part of a longer term strategy to reduce the extent of future climate change. However, many of the effects of climate change are already occurring and the LTP also needs to take account of these impacts and plan accordingly. Measures that can be taken within the transport sector include improved traffic management to reduce congestion coupled with measures to reduce volumes of traffic.
- 11.9. A further example of practical action is shown by the fact that there are many pieces of equipment which can be powered by renewable energy sources. These include street lighting, CCTV, ticket machines and signage.

5 Year Programme

- The DfT Smarter Choices programme to increase the use of more sustainable modes will be implemented as part of the TravelWise programme.
- Merseytravel will continue to bid for funding to promote alternative technology in the bus fleet. Merseytravel will also consider a move toward greater intervention in the bus market whereby the engine standards can be set for the fleet.
- Adopt sustainable design guidelines, which will be applicable to all new infrastructure implemented through the LTP. This will include an obligation to a minimum 10% of the power for the infrastructure being generated from renewable sources. A feasibility study was undertaken to investigate increasing the amount of renewable energy used during the implementation of the LTP. The study indicated that for infrastructure projects this would be feasible. The target is in line with that already in place for Objective 1 projects.
- All new projects will be subject to a sustainability appraisal to identify where improvements in performance can be made, and to mitigate against any negative environmental impacts.
- A study has been undertaken which identified a number of options for offsetting carbon emissions arising from the implementation of the LTP. It is proposed that voluntary offset schemes are entered into for the following areas:
 - carbon emissions arising from the growth in road traffic by 2011, compared with 2005 baseline (taken from Emissions Inventory).
 - carbon emissions arising during the build and operation of infrastructure developed as part of the LTP.

Further work needs to be commissioned to address the administration and costings of such schemes.
- All local authorities will consider developing Carbon Management strategies.
- The Merseyside Emissions Inventory will be maintained and updated. This will estimate the contribution that transport makes to overall greenhouse gas emissions.
- As part of an adaptation strategy, links will be developed with those bodies involved in emergency planning across Merseyside.

Noise

11.10. The importance of noise in affecting quality of life was recognised in the first Local Transport Plan for Merseyside. As a consequence, the LTP partners undertook a Merseyside wide study of environmental (or ambient) noise, with particular reference to noise from transport.

11.11. The main purpose of the Merseyside Noise Study was to address the lack of good quality information about environmental noise and its effects on people's quality of life. Particular attention was paid to transport related noise. It was one of the most wide-ranging and intensive investigations into environmental (or ambient) noise in any region of the UK.

11.12. The Study demonstrated clearly that noise is a significant issue on Merseyside. In the responses to an attitude survey conducted for the Study, noise was ranked the fourth most important factor having most negative effect on quality of life.

11.13. Transport noise was also shown to be the dominant component of ambient noise. In the attitude survey, road traffic was heard by highest percentage of respondents (79%) and also bothered the highest percentage (44%) and urban roads and motorways were the noisiest location types in the monitoring survey (see Figure 11.1).

Figure 11-1: Merseyside Noise Study: Summary of results from noise monitoring (values given in A-weighted decibels dBA)

| Noise Environment | Daytime mean (dBA) | Daytime range (dBA) | Night-time mean (dBA) | Night-time range (dBA) | Number of sites above WHO criterion | |
|-----------------------|-----------------------|------------------------|--------------------------|---------------------------|-------------------------------------|------------|
| | | | | | Daytime | Night-time |
| Urban road | 65 | 52-73 | 58 | 44-64 | 9 | 9 |
| Motorway | 61 | 52-67 | 55 | 46-60 | 9 | 10 |
| Transport interchange | 60 | 48-70 | 55 | 42-63 | 8 | 9 |
| City/town centre | 58 | 52-68 | 51 | 44-62 | 4 | 9 |
| City park | 57 | 44-72 | 47 | 38-56 | 4 | 7 |
| Railway line | 56 | 50-66 | 52 | 44-62 | 4 | 8 |
| Airport | 54 | 47-60 | 48 | 40-55 | 3 | 6 |
| Rural area | 51 | 47-58 | 45 | 39-51 | 1 | 4 |
| Suburban street | 50 | 46-56 | 43 | 40-48 | 1 | 1 |

11.14. This second Local Transport Plan is being developed within this context of increasing requirements for the management of environmental noise and a significantly improved understanding of people's attitudes and local noise conditions on Merseyside.

11.15. The key issue for the LTP in terms of noise is clearly that generated by traffic. It is the most prevalent source of noise and the one that annoys or disturbs the greatest number of people. This issue is therefore another reason why traffic volumes (and speeds, because vehicle speed affects the level of noise it generates) need to be addressed in the LTP. Uncontrolled increases in traffic will have a negative effect on people's quality of life and increased levels of environmental noise is just one of those potential negative effects (**these issues of traffic are also addressed in Chapter 7**).

11.16. There are also other sources of noise and potential disturbance that may be influenced by the LTP. In particular, the way in which noise from highway construction and maintenance works or works on other transport infrastructure may also be locally important. Intermittent noise, such as that from construction sites, can be particularly disturbing because of both its intensity and irregularity.

5 Year Programme

- Develop a noise strategy in line with the National Ambient Noise Strategy proposals and to satisfy the requirements of the European Environmental Noise Directive (END). The national approach to implementing END is being managed by Defra. The Merseyside partners will work closely with the Defra commissioned consultant on the road noise mapping project to ensure that it links with the Noise Study and plans for a Merseyside Noise Strategy.
- Prepare a standard code of practice for management of highway works, which will include specific proposals for managing noise.
- For new highway infrastructure or major carriageway maintenance projects, particularly in heavily trafficked and/or noise sensitive areas, the potential effects on noise will be an important consideration in the selection of the surfacing material to be adopted **(these are also discussed in 12.2)**.
- Despite the limited application of the noise insulation regulations, the Merseyside partners consider that there may be justification for provision of noise mitigation measures in specific locations. An appraisal of noise mitigation techniques was commissioned and has been completed. The study provided a simple toolkit approach to enable the partners to evaluate the potential impact and cost effectiveness of different measures to mitigate traffic noise. The partners will be using the toolkit to appraise LTP projects and its use and application will also be more widely disseminated. The partners will also prepare guidelines on the qualifying criteria for locations to be considered for noise mitigation measures.
- The potential impacts of any LTP proposals, including new or modified transport infrastructure, will be properly assessed, including an evaluation of potential noise impacts through sustainability appraisal for LTP schemes.

Landscape & Biodiversity

11.17. The transport infrastructure network, primarily highways and railways, is a major and significant element of landscape and, more especially so, townscape. The nature and condition of the transport network therefore has direct effects on the value and character of landscape and townscape. Part of this infrastructure network includes the peripheral areas of highway or railway land, such as verges, embankments etc. When added together, this peripheral land covers a substantial area and is therefore important not only in terms of landscape, but also in terms of its (potential) value for plants and wildlife (biodiversity).

11.18. Some of this highway and railway land is in good condition and well managed, but much of it is not. A substantial proportion has little landscape or biodiversity value, is subject to limited or uniform maintenance regimes and many areas also experience abuse from vandalism and fly tipping. In the urban areas, the quality of streetscape has also suffered, in many cases because it is not designed for the level of car use and

parking now demanded and in other cases because of inappropriate design, inadequate maintenance or public behaviour.

- 11.19. The importance of a well designed and maintained street environment, especially in terms of accessibility and safety, is a key part of the LTP and is discussed in chapter 6. It has also been identified that the LTP can provide the mechanism for a significant change in the approach to management of highway and (to a lesser extent) railway land. The aim of this approach is to maximise the value of this land to local communities, both in terms of their perception of where they live and in providing opportunities for leisure and recreation.

Best Practice: Wildflower Verges

Examples of an imaginative approach to the character and maintenance of highway land are already available on Merseyside, specifically through the creation of wildflower habitats. The National Wildflower Centre, located on Merseyside, has worked with several of the Merseyside authorities and the Highways Agency to establish a range of wildflower verges in the sub region.

Different establishment and maintenance techniques together with different combinations of plants have been used and there is scope to build on this experience in the new LTP (this is discussed further in chapter 12).

5 Year Programme

- Promote an alternative and imaginative approach to the management of highway and railway land with the aim of improving its landscape and biodiversity value and making it more accessible and attractive to local communities.
- The scope for adoption of more varied maintenance regimes will be investigated through the implementation on pilot studies of innovative management regimes, including the creation of wildflower habitats on land adjoining the highway. It will involve working with specialist partners, such as the National Wildflower Centre. These projects will also include an assessment of their value for money, in terms of the costs of establishment, costs of maintenance and perceived value to local communities.
- Prepare an illustrated practical guide/handbook for highway verge management and creation of 'wildflower' verges.
- Support the publication of maps/access guides to promote access, especially by public transport, cycling and walking to landscapes, open spaces and sites of nature conservation interest, including sites of interest for 'eco-tourism'.
- Ensure the potential impacts of any LTP proposals, including new or modified transport infrastructure, are properly assessed, including an evaluation of potential impacts on landscape and biodiversity through sustainability appraisal for LTP schemes.

Other Issues

Strategic Environmental Assessment (SEA) & Sustainability Appraisal (SA)

11.20. In accordance with the implementation of the SEA Directive in the UK, the LTP for Merseyside is subject to a Strategic Environmental Assessment (SEA). The SEA of the LTP has been integrated with a strategic level sustainability appraisal and a detailed health impact assessment (HIA). A scoping report was submitted with the provisional LTP and the full Environmental Report is provided as Annex??.

A series of sustainability objectives were developed between the Merseyside local authorities for use in SEA and SA across the sub-region. These objectives were adopted for the LTP SEA & SA.

11.21. An extensive baseline environmental study was also completed. The assessment of the impacts of the LTP was based on predictions of the changes that the LTP would cause in these baseline indicators and the implications for achieving the sustainability objectives. The SEA/SA process informed the development of the programme in the provisional LTP, but the findings and recommendations of the SEA given in the Environmental Report have been used to refine the programme for the final LTP. An

SEA statement describing how the findings of the SEA have been taken into account is required by the legislation and is included as Annex??

- 11.22. Consultation on the SEA and the Environmental Report was integrated with consultation on the provisional LTP and was carried out in winter 2005.

Health Impact Assessment (HIA)

- 11.23. A detailed Health Impact Assessment (HIA) of the LTP has been carried out. There is no legal requirement to undertake an HIA, but the LTP partners believe that the importance of the links between transport and health justifies a new HIA, to follow on from the HIA that was carried out on the first LTP. The HIA of the first LTP was very well received and the Merseyside partners were therefore committed to continuing this good practice into the second LTP.
- 11.24. The HIA of the first LTP was reviewed in 2004 and a substantial amount of baseline health data was collected as part of the review. This provided a valuable resource for the HIA of the new LTP. The HIA was integrated with the SEA/SA and a consistent methodology was adopted for both appraisals.
- 11.25. A series of health related objectives were identified and the contribution (or otherwise) that the LTP will make to achieving those objectives was assessed as part of the HIA. The detailed findings of the HIA have fed in to the overall SEA/SA process and incorporated into the Environmental Report.
- 11.26. The ways in which transport can affect people's health is already well recognised and the HIA process has been used to refine the LTP programme so that potential health benefits can be maximised. There has also been a specific concentration on health inequalities across Merseyside and the potential for differential impacts on already disadvantaged communities.

Summary of Findings of the Strategic Environmental Assessment (SEA) & Health Impact Assessment (HIA)

- 11.26 The UK law relating to SEA states that the purpose of the assessment is 'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans...with a view to promoting sustainable development'. This means ensuring that the potential environmental impacts of the plan are properly assessed and that potentially negative impacts are minimised and positive impacts are maximised.
- 11.27 For the assessment of the LTP, a set of social, health and environmental objectives were identified. The effects that the implementation of the LTP would have on these objectives were assessed, ie would the LTP contribute to or detract from achieving these objectives. It is important to note that the assessment considers the overall impacts of the LTP, not the specific details of any individual scheme or effects in any localised areas.
- 11.28 Overall, the SEA and HIA concluded that the LTP will have mainly positive environmental and health effects. In particular, the emphasis in the LTP on the public transport network, the TravelWise initiative and on promoting active travel (especially cycling and walking) will have positive impacts. However these benefits will only be achieved if the LTP as a whole is delivered successfully at the right time.

- 11.29 The SEA and HIA also identified some areas where the LTP could have some negative impacts. These are mainly related to potential traffic growth and plans for new or improved transport infrastructure, especially where new land is required, eg for roads or park and ride schemes. Some schemes, especially road improvements, are expected to provide wider economic benefits, but could have negative impacts on the health and environment of the local communities through which they pass.
- 11.30 The ongoing economic regeneration of Merseyside will increase the demand for travel and there may be a time lag between the increasing amount of travel and the improvements in public transport and other measures needed to meet that demand. This time lag may mean that much of the increased travel is done by private car. The impact of the LTP on social, environmental and health objectives depends on the volume of traffic in future years.
- 11.31 It is clear that there is a need to address the balance between accommodating traffic growth and restraining growth in private car use. Therefore, to ensure that the potential positive health and environmental impacts of the LTP are delivered, the increased travel demand brought about through regeneration must not be met by increased private car use.
- 11.32 Following consultation on the results of the assessment the findings of the SEA and HIA have been incorporated into the final LTP. The impacts of the LTP on the selected objectives will be monitored over the next 5 years,

Sustainable Procurement

- 11.33 The process whereby goods and services are procured is a powerful tool for embedding sustainable practices within any organisation. The Merseyside LTP partners intend to assess the feasibility of introducing an agreed Merseyside-wide policy relating to sustainable procurement for LTP funded schemes. This will involve a review of procurement policies and practices in the five Merseyside authorities and Merseytravel, including corporate policies and specific transport/highway related procurement practices (chapter 12 highlights areas where this is already being addressed).

5 Year Programme

- Review the Partners' procurement policies and develop a sustainable procurement policy that can be adopted by the Partners for all LTP funded schemes.
- Initiate monitoring of the SEA objectives as recommended in the Environmental Report.
- Use the results of the HIA to inform partnerships with the health sector and the developing Access Plan to promote measures to assist disadvantaged communities.

Murray Additional Notes (We were not sure where they came from) below

Proposed Commitments in LTP2 – Environment and Sustainability

Summary of ‘Environment & Sustainability’ Programme

- Research project to investigate the relationship between regeneration, traffic growth and associated economic, social and environmental impacts, with specific reference to spatial, temporal and social differences between the ‘benefits’ and the ‘impacts’ – within the context of achieving ‘social justice’.
- Establishment of Merseyside wide air quality monitoring network.
- More detailed assessment of the use of Low Emission Zones, building on the initial evaluation of a LEZ as part of the Air Quality Action Plan.
- Maintenance of the Merseyside Emissions Inventory.
- Development and adoption by all partners of a sustainability appraisal method for LTP projects.
- Develop and adopt sustainable design guidelines for new projects, with commitment to provide 10% of energy requirements from renewable sources.
- Review the feasibility of specific renewable energy projects associated with new or existing transport infrastructure and associated energy demand.
- Detailed review of costing of local, voluntary, carbon offset schemes for projected road traffic growth and for specific infrastructure schemes.
- Development and adoption of standard code of practice for management of highway works, which will include specific proposals for managing noise.
- Agreement of qualifying criteria for locations or schemes to be considered for implementation of noise mitigation measures to reduce traffic noise.
- Preparation of good practice guide for establishment and management of wildflower verges.
- Review of Partners’ procurement practices and development of sustainable procurement recommendations for LTP funded projects.
- Monitoring of Strategic Environmental Assessment objectives in accordance with the recommendations in the Environmental Report.

Key issues requiring confirmation of commitment within LTP are identified in bold italics below. Some may also require allocation of resources, either within project budgets, or from Joint Working Budget. Where this may be the case, it has been indicated in brackets in blue.

Air Quality

- All authorities will continue the air quality review and assessment process. This will include further air quality modelling of identified congestion ‘hot spots’ and areas with high traffic growth predictions.

- **Implementation of Liverpool's Air Quality Action Plan.**
- Promotion of smart choices and raising awareness of health issues with TravelWise (see also **Chapter 6**).
- **Traffic management measures will be introduced to reduce congestion. Should we say this? Are there any specific traffic management/reduction measures described in the LTP??**
- There will be active promotion of cycling and walking (see **Chapter 6**).
- A Merseyside Supplementary Planning Document is being prepared which will address the inclusion of sustainable transport in new developments.
- **Merseytravel will look to improve the engine standard of supported bus services (£ Project Budget).**
- **Promotion of freight from road to rail. This will be delivered through schemes such as gauge improvements/Olive Mount Chord (£ Project Budget).**
- A feasibility study was undertaken into the impact of declaring Low Emission Zones (LEZs) in Liverpool city centre and the resultant impacts on key regional centres. The study indicated that an LEZ would be successful in reducing emissions from road traffic, but there were serious resource implications. **Further work will be done to investigate the costs and resource implications of introducing and operating a preferred scheme in the city centre. (£JWB)**
- **In addition the Merseyside Emissions Inventory will be maintained and updated. This enables the authorities to estimate the contribution made by transport to overall pollutant emissions. (£ contribution from JWB).**

Greenhouse Gases

- The DfT Smarter Choices programme to increase the use of more sustainable modes will be implemented as part of the TravelWise programme.
- **Merseytravel will continue to bid for funding to promote alternative technology in the bus fleet. Merseytravel will also consider a move toward greater intervention in the bus market whereby the engine standard can be set for the fleet.** ([£ Project Budget](#)).
- **Adopt sustainable design guidelines, which will be applicable to all new infrastructure implemented through the LTP. This will include an obligation to a minimum 10% of the power for the infrastructure being generated from renewable sources.** A feasibility study was undertaken to investigate increasing the amount of renewable energy used during the implementation of the LTP. The study indicated that for infrastructure projects this would be feasible. The target is in line with that already in place for Objective 1 projects. ([£ Project Budget](#)).
- **All new projects will be subject to a sustainability appraisal to identify where improvements in performance can be made, and to mitigate against any negative environmental impacts.** ([£ Project Budget](#)).
- A study has been undertaken which identified a number of options for offsetting carbon emissions arising from the implementation of the LTP. **It is proposed that voluntary offset schemes are entered into for the following areas:**
 - **carbon emissions arising from the growth in road traffic by 2011, compared with 2005 baseline (taken from Emissions Inventory)** ([£JWB](#));
 - **carbon emissions arising during the build and operation of infrastructure developed as part of the LTP** ([£ Project Budget](#)).

Further work needs to be commissioned to address the administration and costings of such schemes.

- **All local authorities will consider developing Carbon Management strategies.**
- **The Merseyside Emissions Inventory will be maintained and updated. This will estimate the contribution that transport makes to overall greenhouse gas emissions** ([£ contribution from JWB](#)).
- As part of an adaptation strategy, links will be developed with those bodies involved in emergency planning across Merseyside.

Noise

- **Develop a noise strategy in line with the National Ambient Noise Strategy proposals and to satisfy the requirements of the European Environmental Noise Directive (END).** The national approach to implementing END is being managed by Defra. The Merseyside partners will work closely with the Defra commissioned consultant on the road noise mapping project to ensure that it links with the Noise Study and plans for a Merseyside Noise Strategy ([£JWB](#)).
- **Prepare a standard code of practice for management of highway works, which will include specific proposals for managing noise.**
- For new highway infrastructure or major carriageway maintenance projects, particularly in heavily trafficked and/or noise sensitive areas, the potential effects on noise will be an important consideration in the selection of the surfacing material to be adopted (these are also discussed in 12.2).
- Despite the limited application of the noise insulation regulations, the Merseyside partners consider that there may be justification for provision of noise mitigation measures in specific locations. An appraisal of noise mitigation techniques was commissioned and has been completed. The study has provided a simple toolkit approach to enable the partners to evaluate the potential impact and cost effectiveness of different measures to mitigate traffic noise. **The partners will be using the toolkit to appraise LTP projects and its use and application will also be more widely disseminated. The partners will also prepare guidelines on the qualifying criteria for locations to be considered for noise mitigation measures.** ([£ JWB and Project Budget](#)).
- **The potential impacts of any LTP proposals, including new or modified transport infrastructure, will be properly assessed, including an evaluation of potential noise impacts through sustainability appraisal for LTP schemes.** ([£ Project Budget](#)).

Landscape & Biodiversity

- **Promote an alternative and imaginative approach to the management of highway and railway land with the aim of improving its landscape and biodiversity value and making it more accessible and attractive to local communities.**
- **The scope for adoption of more varied maintenance regimes will be investigated through the implementation on pilot schemes of innovative management regimes, including the creation of wildflower habitats on land adjoining the highway.** It will involve working with specialist partners, such as the National Wildflower Centre. These projects will also include an assessment of their value for money, in terms of the costs of establishment, costs of maintenance and perceived value to local communities ([£ JWB](#)).
- **Prepare an illustrated practical guide/handbook for highway verge management and creation of 'wildflower' verges** ([£ JWB](#)).
- **Support the publication of maps/access guides to promote access, especially by public transport, cycling and walking to landscapes, open spaces and sites of nature conservation interest, including sites of interest for 'eco-tourism'.** ([£ TravelWise?](#)).
- Ensure the potential impacts of any LTP proposals, including new or modified transport infrastructure, are properly assessed, including an evaluation of potential impacts on

landscape and biodiversity through sustainability appraisal for LTP schemes. (£ Project Budget).

Other Issues – SEA/HIA and Procurement

- Review the Partners' procurement policies and develop a sustainable procurement policy that can be adopted by the Partners for all LTP funded schemes. (£ JWB).
- Initiate monitoring of the SEA objectives as recommended in the Environmental Report. (£ JWB).
- Use the results of the HIA to inform partnerships with the health sector and the developing Access Plan to promote measures to assist disadvantaged communities.

12. MAKING THE BEST USE OF EXISTING ASSETS

We recognise that investment in the local transport network over the previous 5 years has been substantial. In addition to LTP funding we have received substantial levels of investment from the current European Objective One programme and have been successful in drawing in other sources of funding.

We recognise that we have to ensure maximum value from this investment and to ensure it is efficiently and effectively managed and maintained.

Our Aim

To establish an effective Asset Management Base, and to ensure maintenance regimes are targeted in ways that support the aims of the Plan overall and integrated with wider programme measures to address the shared and local priorities, we will seek maximum value for money through our procurement regimes.

We will measure our success by:

- Reporting on road and footway conditions under the Best Value regime.
- Reporting locally on street lighting provision.
- Utilising tracking surveys to measure satisfaction with highways assets.
- Developing the TAMP and procurement practice to improve delivery.
- Complaints under the DDA concerned with highway conditions.

12.2. In this chapter we outline the role of the Transport Asset Management Plan and describe the maintenance regime for ensuring high quality roads and highways and set out our plans for street lighting and bridge maintenance.

The Role of the Transport Asset Management Plan (TAMP)

12.3. With the proposed introduction of Whole Government Accounting (WGA) and Resource Account Budgeting (RAB) into Local Authorities by 2007/08, the County Surveyors Society (CSS) and the Technical Advisory Group (TAG) of the Local Authorities Association commissioned the production of a guidance document for the production of Highway Asset Management Plans (HAMP). This Framework document was launched in 2004 to enable Highway Authorities to start the process of creating their HAMP.

12.4. The Local Transport Plan (LTP) expands the HAMP to include Transport elements, namely a Transport Asset Management Plan (TAMP). This report updates the position on Merseyside since the production of the Provisional LTP in July 2005.

Current Situation

12.4 The Merseyside Asset Management Group continues to meet at monthly intervals to progress the production of TAMP's for each individual Authority. The Group have taken recommendations from the Framework Document and the Index of items. However, the Index has been expanded to suit the requirements of Merseyside. Section 1 : Approach to Asset Management on Merseyside has been written and will form a standard introduction to all TAMP's on Merseyside.

A draft of Section 2 : Implementing Asset Management on Merseyside has been presented to the Group for discussion. The structure of this section will be fairly similar for all Authorities but will be the first of many sections which will reflect the individual Policies and Objectives of each Authority.

Asset valuation has also been introduced as a standard agenda item at the monthly meetings.

Highways in each District have been categorised utilising the Road Hierarchy as defined within Well-maintained Highways : Code of Practice for Highway Maintenance Management e.g. strategic routes, main distributor, secondary distributor etc. Each hierarchy is then split into various Road Types e.g. Dual 2-lane, single 2-lane etc.

By determining the unit cost of construction for each of the different road hierarchies and types, the total value of the roads within each of the Districts can be determined.

A separate exercise will be undertaken to determine the value of other highway assets e.g. bridges and street lighting.

The Way Forward

12.5 A works programme has been produced (See Appendix ?) for 2006 covering all the aspects of the production of TAMP's and the Asset Valuation requirements. The programme is split up into the various sections of the TAMP together with an ongoing item for Valuation.

The Group have taken a closer at all the requirements of both the TAMP and Asset Valuation and amended the original programme which now has the completion date as December 2006. Links have been developed with other Group's on Merseyside for the provision of Asset Management and Valuation data. These include the Lighting Group and the Structure Group.

Reports on progress are regularly presented to the Merseyside District Engineers Group (MDEG) and recommendations from MDEG taken on board as deemed appropriate.

Highway Maintenance

12.6 Highway maintenance is a key issue across Merseyside. Over the five years of LTP1, the condition of the roads has stabilised but there is still a considerable backlog of maintenance work which needs to be addressed. There are emerging concerns over the condition of the footway network and Merseyside did see a significant rise in the number of tripping claims

but there is evidence that this has been addressed through the introduction of inspection codes of practice and more robust inspection regimes.

12.5. Highway deterioration is a key factor through the area, with all Authorities having individual needs, which will be addressed through their own Asset Management Plans. However, there will be a close correlation across Merseyside on overall highway maintenance strategies.

12.6. The condition of carriageways and footways is a matter of concern not just for motorists but also for cyclists, pedestrians and bus passengers. It is essential that robust procedures, including condition surveys, are in place to identify and react to defects on the highway. Appropriate maintenance work must be undertaken before conditions are allowed to deteriorate and more extensive, costly and disruptive repairs are required.

Current Situation

12.7. Through the first LTP, it was intended that all capital maintenance funding would be directed towards improving the condition of the Principal Road network. The strategy was to ensure that at the end of a 10 year period, all Principal Roads would have some residual life, and capital funding was directed at ensuring that progress would be made towards achieving that target.

12.8. Following 2001, the DfT advised that this funding could be directed towards the Non-Principal Road network. The Merseyside Authorities re-directed some of their allocations from Principal to Non-Principal Roads. As a result it is now unlikely that the Merseyside Authorities will achieve the objective of ensuring all Principal Roads have some residual life at the end of the ten year plan period.

12.9. Over the last two years, the majority of the Trunk Roads in Merseyside have been de-trunked and the responsibilities for their management and maintenance has been transferred to the Merseyside Authorities. The exception to this is Dunningbridge Road in Sefton which is deemed to be a strategic route between the motorway network and Liverpool docks and has remained a Trunk Road.

12.10. Until March 2006, the Merseyside Authorities will receive a special grant to manage and maintain the former Trunk Roads but from this date the grant will cease and the Authorities will have to undertake this function from their FSS allocation. There is uncertainty as to whether the level of funding will be sufficient to maintain these former Trunk Road to the high standards commensurate with their status in the highway network.

Delivering Highway Maintenance

12.11. The Merseyside Authorities deliver highway maintenance based on a number of examination procedures including:

- Delivering Best Value in Highway Maintenance – A Merseyside Code of Practice of Maintenance Management.
- Deflectograph - This measures residual life of carriageway pavements but this method is now used infrequently and does not feature in Best Value Performance Indicators (BVPI).
- SCRIM – This measures skid resistance of the carriageway and identifies sections which require attention to restore the skid resistance.

- CVI – These are driven inspections which identify defects in carriageways.
- DVI – These are walked inspections carried out on footways and carriageways and pick up more details than CVI's. The survey information is converted to a condition indicator which is used for the production of several BVPI's.
- SCANNER - These are machine condition surveys which measures, by means of a laser, defined sets of defects in the surface of the carriageway. SCANNER will be the prime method of obtaining BVPIs over the next few years.
- Routine Inspections – These are generally walked inspections carried out in accordance with “Delivering Best Value in Highway Maintenance”. These inspections form the basis of Highway Authorities defence under Section 58 of the Highway Act 1980, against claims for damages for non-repair of the highway.
- Insurance Claims – By analysing insurance claims, highway maintenance can be targeted at areas where high numbers of claims originate.
- Ensuring road condition is maintained to a high standard, so that the proportion requiring maintenance in any future year is held at an optimum level.

Integration with other Programme Areas

- 12.12. The Merseyside Authorities develop their highway maintenance policies and programmes by considering and incorporating a wide range of strategies which influence how schemes are delivered. The following are all considered in determining the Authorities' maintenance regimes (**More details are contained within Chapter 6**).

Public Transport Routes

- 12.13. A well maintained highway network makes a significant contribution to the efficient and effective operation of the public transport network. In partnership with Merseytravel, transport related highway improvements, including bus lanes, access kerbs, bus boarders, tactile paving and traffic signals, have been constructed and these require an effective inspection and maintenance regime.
- 12.14. Clear markings and a high standard of maintenance is required to ensure that bus lanes are safe and easy to use by buses.

Freight Routes

- 12.15. It is essential that the freight network is maintained to a high standard, given the volumes of traffic, sizes and weights of vehicles which use these routes (**see chapter 6**). Abnormal load routes have also been identified across Merseyside and appropriate maintenance work is undertaken on these routes.

Cycle Routes

- 12.16. Recreational cycling and cycling to work and school are being actively promoted within this LTP via a revised cycling strategy. Well maintained cycle routes, both on-street and off-street, encourage cycling in a safer environment.

Footpath Routes

- 12.17. Different standards of maintenance are applied to footpath routes dependent on their importance and location. Approximately 80% of tripping claims arise from flagged footways which only comprise about 20% of the total footway network.

Road Safety

- 12.18. Accident statistics are regularly reviewed to identify contributory factors which could be improved through appropriate maintenance (**see Chapter 10**).

Meeting the Needs of the Disabled

- 12.19. The Merseyside Authorities have produced a Code of Practice which identifies how provision should be made for disabled people using the highway network. Measures include the provision of dropped kerbs, tactile surfaces at junctions, avoidance of street furniture clutter, and ensuring footway routes are convenient and easy to use by pedestrians.

Schools

- 12.20. The Merseyside Authorities work closely with Travelwise to develop Travel Plans in schools across Merseyside. Initiatives include provision of improved footway routes, measures to help pedestrians cross roads, traffic calming, signs on footways and improved cycling facilities (**see Chapter 6**).

Environment

12.21. The more significant maintenance schemes often incorporate elements of landscaping which compliment the character of the local area. This can include the planting of trees, shrubs and wild flowers. On high speed roads and in locations where noise has been identified as a problem, the use of low noise surfacing, generally proprietary stone mastic asphalt is used to reduce noise levels and reduce the levels of spray (**see Chapter 11**).

Recycling

12.22. Each proposed scheme is carefully evaluated to determine which materials can be retained and incorporated into the works and which materials should be recycled. Careful design is paramount in ensuring a cost efficient solution. All construction materials, including kerbs, flags and road pavements, which are excavated on maintenance contracts, are recycled off site for re-use on highway schemes. The requirements for fill and sub-base are met by using recycled materials.

12.23. Base and binder course materials comprise a significant amount of recycled road material. The Merseyside Authorities and Merseyside Laboratories are working closely with the construction industry to develop innovative ways of incorporating recycled materials into highway schemes. (**See chapter 11**).

Best Practice: Traffic Management Act

All works on the highway are co-ordinated through each Local Authority's Traffic Manager to ensure minimum disruption to traffic on the highway network. Where it is likely that a scheme will affect adjoining authorities, consultation is carried out with the appropriate Traffic Manager. For example, in 2005/6 extensive resurfacing of the A580 East Lancashire Road (a former Trunk Road) will be carried out. The scheme comprises 6km of carriageway resurfacing with part of the works in Knowsley and part in St Helens. The works are being co-ordinated to ensure minimum disruption to traffic and also to ensure consistency of design standards for both sections of the scheme.

Delivering the Programme

12.24. Partnerships with the private sector include:

- Liverpool City Council has entered into a 10 year partnership arrangement with Enterprise PLC. This partnership arrangement was introduced following a Best Value review of street based services in 2001 including the delivery of its maintenance functions.
- The use of the Laboratory (MELS) and provision of road weather forecasting provided by PA Weather Centre. This approach will shortly be extended to include the maintenance of hardware and software for monitoring the winter forecasts.
- Investigating whether there are any benefits for joint working to provide maintenance services across Merseyside.

- Consultation & Satisfaction Surveys.

Prior to the commencement of any maintenance works, consultation with the public is undertaken to ensure that they are aware of the extent and duration of the works. Following completion of maintenance schemes, satisfaction surveys are undertaken to verify if there are any lessons to be learned from the scheme.

- Partnerships with Local Businesses.

Whenever works are likely to impact on local businesses, consultation is undertaken to minimise the disruption which is likely to be caused. This would result in alternative working practices, including weekend and overnight working. There is a clear link within the role of Traffic Managers.

- Working with Transport Providers

Liaison with the transport providers is undertaken to ensure minimal disruption to services.

- 12.25. All the Merseyside districts identify and share best practice resulting from their individual maintenance operations delivered across the districts through the Merseyside District Maintenance Engineers Group (MDEG).

5 Year Programme

- Produce asset managements plans for the maintenance of highways and to ensure that carriageways and footways are maintained to prescribed standards.
- Ensure that maintenance regimes continue to be implemented in ways that bring the greatest benefit to other programme areas.
- Recognise in particular the importance that highway maintenance can contribute to road safety and to ensure that schemes are designed to help reduce road casualties.
- Ensure that the inspection of highways is carried out in accordance with recommended standards, enabling a robust defence against highway claims.
- Ensure that all material excavated as part of maintenance works is recycled and that all material used in highway maintenance schemes incorporates as much recycled material as possible.
- Build and develop existing partnership with Local Authorities and the private sector to ensure that cost-effective highway maintenance is provided effectively for the benefit of the community on Merseyside.

- 12.26. Making the best use of our resources and ensuring robust asset management are essential to the shared priorities.

- It addresses congestion by helping to keep the roads free flowing;
- In so doing it assists air quality and other measures address noise, bio- diversity and sustainable procurement;
- Well maintained assets are essential for the Access Plan and well maintained roads and appropriate treatments have a real impact on road safety.

Street Lighting

Introduction

- 12.27. It is recognised that improved street lighting saves money through reductions in crime and road traffic accidents whilst creating a quality environment for the community.
- 12.28. In general, the standard of street lighting maintenance across the Merseyside Region is to a high standard that ensures as far as possible safe, economic, effective and reliable operation, but to meet the Government's ten-year Transport plan 2010 target to eliminate the backlog of outstanding structural maintenance it is proposed to implement a planned replacement programme, to address the outstanding number of existing stock in excess of 30 years old.

Promoting Best Practice

- 12.29. The Merseyside Lighting Engineers Group is producing a Strategy Document with the aim of examining key street lighting activities carried out across the Region, to compare current practice, and produce a recommended best practice for each activity under review.
- 12.30. The Strategy will be designed to improve the Regions ability to deliver cost effective lighting to promote security, reduce road traffic accidents, advertise commercial enterprises, and permit outdoor working and sports activities at night.

Integration with other programme areas

- 12.31. The Strategy will set the agenda for the achievement of continuing improvement in the provision and maintenance of street lighting and aims to evaluate the following:
- The level and standard of street lighting provision.
 - The value and cost of the provision.
 - The effect on crime and the fear of crime.
 - The effect on road safety and the level of traffic accidents.
 - The effect on the environment.
 - Effective delivery of works.
 - Effective implementation of reactive and preventative maintenance activities.
 - Energy conservation.

- Reduction of insurance claim.
- Sustainability.
- Customer satisfaction with the provision.
- Availability of External Financing.

12.32. The Strat-E-Gis system will be used to allow effective cross referencing of priority areas and street lighting. **More detailed information is provided in Chapter 13.**

12.33. Our aim is to strike a balance between achieving cost effective, lighting schemes, to satisfy commitments to the Environment, whilst ensuring that we conform to existing best practice, design parameters to ensure the night-time safety of road users and the residents of Merseyside. It is likely that we will adopt a common standard for rural areas (the Street Lighting Action Plan is contained in **Appendix 14**).

12.34. Improved street lighting should be considered as a potential strategy in any crime reduction programme in co-ordination with other intervention strategies. Depending on the analysis of the crime problem, improved street lighting could often be implemented as a feasible, inexpensive and effective method of reducing crime.

12.35. The group is committed to pursuing greater links with Merseyside Police and CRDPs to ensure that lighting improvement strategies reflect the needs of the community at large in relation to reducing the fear of crime.

12.36. There are also strong links to the TravelSafe initiative particularly in terms of linking street lighting to public transport hubs and creating safe routes. Further development with for example the HMRI initiative (**described in Chapter 9**) is being examined.

12.37. In recent years there has been growing recognition that excessive, poorly designed and badly aimed lighting may have adverse effects. Glare from excessively bright or poorly aimed lights causes dazzle, with safety implications for motorists and pedestrians, particularly the elderly.

12.38. The group will continue to monitor the performance of available lamp sources and instigate further site trials.

5 Year Programme

Aligning all existing energy agreements and exploring further the possible benefits of forming a Regional “best value-risk acceptance” pricing procurement strategy to maximise the benefit of aggregate purchase. Other measures will include:

- A greater emphasis on the use of Green Energy (wind, hydro, bio generation) is planned to assist in reducing carbon dioxide emissions (**See chapter 11**).
- In line with Merseyside’s commitment to Local Agenda 21, the group intends to develop a joint approach to, where practicable salvage for reuse or recycling all existing redundant street lighting and illuminated traffic sign equipment, including the reuse of appropriate materials and recycling (**see also chapter 11**).
- Development of joint approach to identify and programme the removal of illuminated sign lanterns not required following the recent amendments to the Traffic Sign Regulations.
- Explore the possibilities of alternative means of funding future column replacement programmes in accordance with Best Value principles by further utilising existing Government and European Funding available and exploring the potential third party revenue via private companies wishing to combine street lighting columns with advertising posters and variable message signs.
- The group plans to instigate a series of research projects to include an assessment of how the age and environmental relates to the structural deterioration of street lighting columns across the Region, including sharing the expertise and knowledge of existing Term Maintenance arrangements.
- Review their existing contract documentation/obligations, and explore the possibility of entering into joint materials procurement strategy ventures to ascertain the possible savings from a ‘one stop shop’ distributor together with the possibility of a joint venture to share salvaged obsolete equipment for maintenance activities.
- The group will continue to negotiate jointly regarding matters concerning the Distribution Network Operator in relation to existing and proposed Service Level Agreements and pricing structures.

Addressing the shared priorities

- 12.39. High quality street lighting is important.
- It keeps traffic moving efficiently in hours of darkness and minimum risk of congestion.
 - Free flowing traffic will reduce emissions and assist air quality.
 - It is essential for the Access Plan by contributing to safe communities and ease of travel by public transport in hours of darkness.
 - It is essential for road safety in hours of darkness.

Bridge Maintenance

Introduction

- 12.40. The condition of bridges across Merseyside can determine the role of routes. It is essential, for environmental and economic reasons, that identified public transport and freight routes in particular are able to be used for their purpose. It is also essential to maintain the condition of other high capacity routes to prevent traffic being diverted to less suitable routes, in particular through residential areas. Integration of the bridges programme is an essential part of the Road User Hierarchy (RUH).

Current Situation

- 12.41. The main focus during the lifetime of LTP1 has been assessment of Network Rail bridges. Progress on this work has been slow, largely due to Network Rail procedures related to this work. However, subject to no more significant delays this work will be substantially completed by summer 2006. The focus is now turning to undertaking BE4 assessments on those rail bridges that have failed the assessment to determine responsibility for funding of strengthening works, and feasibility studies to determine the most appropriate means for strengthening the bridges, taking into account costs and disruption during the works.
- 12.42. All other highway supporting structures, including retaining walls and cellars, have now been located and assessments are well under way to identify any such structures that show any signs of distress.
- 12.43. The previous policy objectives have been reviewed and updated. They reflect the above circumstances and are as follows:
- The inspection of all Council owned highway structures to ensure their safety for users of the highway, including as a minimum, a General Inspection every two years and a Principal Inspection every six years. Inspections to include for the establishment of a Bridge Condition Indicator (BCI) for each bridge.
 - Strengthen weak highway supporting structures on Primary and Strategic routes and those weak highway supporting structures on other roads where there are no suitable alternative routes for restricted vehicles, or the route is of local importance and the introduction of a permanent weight restriction would have implications for local businesses, public transport or restrict economic growth.

- Identify and prioritise programmes of structural maintenance works based on the findings of the bridge inspections and the associated Bridge Condition Indicators. Priority will be given to those schemes where if left the BCI would fall significantly. Account will also be taken of the road hierarchy in order to maintain structures to an appropriate standard based on its role within the network.
- Assess compliance of footbridges and subways with the requirements of the Disability Discrimination Act and implement reasonable measures to address areas of non-conformance.
- Introduce best practise for the management of bridges in line with the County Surveyors Society Code of Practise for Bridge Management introduced in September 2005.
- Introduce a Highway Structures Asset Management System by March 2008.

Bridge Condition Indicators

- 12.44. Consultants were commissioned by the Highways Agency and County Surveyors Society to develop performance measures for highway structures. The draft procedures are being utilised throughout Merseyside for bridge inspections undertaken in 2005/06 in order to establish a base line position prior to the formal introduction of the procedures and the launch of the full LTP2.
- 12.45. Average bridge condition indicators for each of the Merseyside districts will be monitored and work prioritised to eliminate any significant variance in average BCI's across the districts.

Bridge Strengthening

- 12.46. Strengthening of weak Council-owned bridges on primary and strategic routes has been completed. However, work on the strengthening of Network Rail-owned bridges has been slow with only a handful of schemes completed across Merseyside. As there is now a much clearer understanding of the bridges that require strengthening, the cost of strengthening work and the proportion of costs to be borne by the local authorities, it has now been possible to agree a draft programme for the strengthening of these bridges with Network Rail. As track possessions for major routes often have to be booked twelve months in advance, it is important funding commitments for these works are agreed at the earliest opportunity.
- 12.47. Prioritisation of strengthening schemes will to a large extent be dictated by who is funding the works and the impact on the highway network until strengthening works are undertaken. However, account will also be taken of the impact on other strategies within LTP2 such as public transport routes, freight routes, environment and the Traffic Management Act.

Bidston Moss Viaduct

- 12.48. Bidston Moss Viaduct is a 730-metre long steel box girder bridge forming part of the Merseyside Strategic Freight Network. It carries the M53 and the Kingsway Wallasey Tunnel Approach road over the A554 roundabout at J1 and over the New Brighton Railway line. The structure also carries the A5139 Docks Link North and South slip roads that take traffic to and from the Birkenhead Docks and Twelve Quays Ferry Terminal. These roads form part of the Wirral PRN and consequently this structure has a vital role in the local and regional transport infrastructure.

- 12.49. The viaduct was opened in 1971 and now carries over 50,000 vehicles daily including over 3,000 heavy goods vehicles. The viaduct is jointly owned by the Highways Agency, Wirral Borough Council and the Merseyside Passenger Transport Authority. The approximate ownership ratios (in terms of surface area of the structure) being 45%, 35% and 20% respectively.
- 12.50. The viaduct was strengthened in 1995 and again in 1999 to meet the standards required for new legislation allowing heavier vehicles of up to 40 Tonnes onto UK roads. During these works several defects were identified and, in 2000, parts of the structure were subject to weight and lane restrictions to help reduce the traffic loading effects.
- 12.51. Since then, the Highways Agency has taken the lead role in determining the strategy for the interim management of the viaduct and for the development and procurement of any necessary repair works. Rigorous and comprehensive assessment has been undertaken and options for the future of the structure are now being considered in terms of best value and life-cycle cost.
- 12.52. In January 2005, following an interim report on the viaduct's current assessed capacity, a 3-Tonne weight restriction was introduced on the main M53 / Tunnel Approach section and all HGVs diverted via the Docks Links following some emergency strengthening works to the slip road sections.
- 12.53. It is hoped that the preferred permanent improvement option for the structure will be determined by the end of 2007, enabling the partners to identify timescales and preliminary cost estimates. In the meantime interim strengthening work is being carried out so that HGVs can be returned to one lane of the main viaduct and the current 3-Tonne restriction removed.
- 12.54. Permanent insitu-strengthening could commence as early as 2008/09, subject to funding availability, whilst construction of an off-line replacement option would be unlikely to commence prior to 2012.
- 12.55. Whichever permanent option is adopted the Highways Agency have indicated that their share of the works will be funded from their Structures Renewal Programme.
- 12.56. The funding contribution from Wirral Borough Council is likely to be significant and the necessary bids will be made through the appropriate LTP processes in due course.

5 Year Programme

- The use of Bridge Condition Indicators (BCI) across Merseyside to enable the programme to be reviewed in order to deliver best value within the funding available.
- Improve the average BCI for Merseyside and bring the average condition of bridges in each district to a similar level.
- Prioritisation of strengthening schemes taking account of funding partners.
- Assess the impact on the highway network until strengthening works are undertaken.
- Take account of the impact on other strategies within LTP2 such as public transport routes, freight routes, environment and the Traffic Management Act in determining priorities.
- Audits undertaken to ensure compliance of subways and footbridges with the requirements of the Disability Discrimination Act.

Addressing the Shared Priorities

- 12.57. Well maintained bridges as part of the RUH will;
- Assist with congestion by keeping all main routes open and operating efficiently, and, in so doing reduce emissions.
 - Be important for the Access Plan by ensuring bridges do not contribute to community severance or present barriers to those with disabilities.
 - Be essential to ensure safety for all users.

13. THE FIVE-YEAR ACTION PLAN

The Merseyside 5 Year Capital Programme

Introduction

- 13.2. Sections 6.35 to 6.181 describe the LTP delivery framework, outlining the positive interventions through which the Partners intend to achieve the Plan's strategy objectives and the wider objectives of the local and regional strategies.
- 13.3. Each of the above sections concludes by describing a Programme of Action. This is then translated into the schemes and interventions which are subsequently costed and built into the Merseyside 5 year capital programme. Funding for the programme will come from the Integrated Transport Block allocation and the Highways and Structures Maintenance Block allocation but external funding from developers, Objective 1 etc, is also built in where there is a real expectation that this funding will be forthcoming.
- 13.4. The Partners have prepared the programme of works and interventions to deliver the outputs described in sections 6.35 through to 6.181 and, in the longer term, the outcomes against which we will measure our success, as set out in the indicators and targets section which follows.
- 13.5. In order to demonstrate how the schemes, or blocks of schemes in the programme relate to the LTP policies and the Government/LGA Shared Priorities, and how they fit with local strategies, the programme has been set out under the LTP delivery strands, described more fully in sections 5.4 – 5.19. These strands derive directly from the LTP vision and objectives:
- **Managing Growth** - includes Park and Ride schemes, parking management, Travel Plan work and TravelWise.
 - **Facilitating Regeneration** - Infrastructure improvement schemes to support development in the Strategic Investment Areas (SIAs). In addition it also includes access improvement schemes to centres of business, commerce, industry and tourism.
 - **Sustainable Accessibility** - includes rail travel development work, bus travel development work and active travel, which incorporates walking/ cycling improvements and rights of way related work.
 - **Safe & Sustainable Communities** - includes local safety schemes, some street lighting work, traffic calming and home zone initiatives.
 - **Highway Efficiency and Asset Management** - includes road and bridge maintenance work, and measures to improve the efficient operation of the network such as UTC, traffic management and street lighting.
- 13.6. There is also a Forward Planning 'strand' which includes advance design work and studies. This also includes essential consultation and monitoring undertaken as joint working by the partners.

Cross-referencing the capital programme to the Liverpool City Region Development Programme Priorities

- 13.7. In the summary 5-year capital programme that follows, the partners have ensured that each element of the programme fully addresses the DfT's shared priorities and have cross-referenced these links accordingly in the columns following the programme.
- 13.8. Section 5 of the LTP has described the close links between the LTP strategy and the City Region Development Plan, which sets out the wider social and economic priorities of the City Region partners
- 13.9. Reflecting this close integration, these links have also been cross-referenced within the Capital Programme (see table below).
- 13.10. The **CRDP Strategic Priorities – “Themes for Action”** are numbered as follows:
- 1 The city region as a premier destination center.
 - 2 A well connected city region.
 - 3 The creative and competitive city region.
 - 4 The city region of talented and able people.
 - 5 A city region of sustainable neighbourhoods and communities.
 - 6 Delivering the city region strategy – with high quality foresight, intelligence and leadership.
- 13.11. In addition to these priorities, the City Region Development Programme identifies a series of priority actions, which stem from the above. The linkages between the capital programme and these priority actions are also identified within the capital programme.
- 13.12. The **CRDP Priority Actions** are numbered as follows:
- 1 **The premier destination centre** – developing the Liverpool City region as a culture capital of the North of England, including a strong brand, the Mersey Waterfront Regional Park, a strong retail offer, high quality skills.
 - 2 **The Ports of Liverpool Strategy** - Developing the Port of Liverpool as the International Gateway to the Port of England, via road and rail access, innovation and skills.
 - 3 **Liverpool John Lennon Airport** – Develop Liverpool John Lennon Airport as an international airport serving global destinations.
 - 4 **The Mersey Gateway** – a new road bridge crossing of the River Mersey between Runcorn and Widnes to improve and modernise road access to the city region.
 - 5 **Rail connectivity** – improving rail connectivity across the Northern Way – NETA – and connections to international markets.
 - 6 **Research and development**
 - 7 **Focus clusters**

- 8 **Pervasive Productivity**
 - 9 **Public Sector Excellence**
 - 10 **21st Century Sites and Premises** – 21st Century Sites and Premises will deliver a diverse range of modern and flexible sites, capable of meeting the needs of modern businesses.
 - 11 **Enterprise and Environment**
 - 12 **Full employment in the city region** – to achieve the national full employments rate of 75-80% with a threshold rate of 60% in every community by 2015.
 - 13 **Skills for the city region** – to support skills development and to identify opportunities for new approaches to skills development.
 - 14 **Creating sustainable communities** – to expand the choice of housing, enhance livability and support economic growth, eliminate multiple deprivation and improve access to opportunity for all.
 - 15 **Health is wealth** - establish the Liverpool City Region as a place where health and well-being matches the image of a thriving economy and growing European City.
- 13.13. The agreed Merseyside programme conforms to the figures contained in the 'Provisional Planning Guidelines for Local Transport Capital: 2006/07 to 2010/11', supplied by the Department for Transport for both the Integrated Transport block and the Maintenance block.
- 13.14. The finance forms set out within Appendix 17 also break down the draft Capital Programme in more detail.
- 13.15. Major schemes are presented separately from the integrated transport programme within section 14 of this document

| CAPITAL PROGRAMME - MERSEYSIDE OUTLINE | | | | | | | | | | | | | Shared priorities | | | | CRDP | | |
|--|-----------|--------------|------------|--------------|------------|--------------|------------|--------------|------------|--------------|----------|---------------|-------------------|------------|---------------|-------------|---|-----------------------|--------|
| Programme area (£K) | Authority | 2006/07 | | 2007/08 | | 2008/09 | | 2009/10 | | 2010/11 | | 5 Year Total | | Congestion | Accessibility | Safer Roads | Better Air Quality/Quality of Strategic Priority(ies) | Priority Action No(s) | |
| | | LTP | Other | LTP | Other | LTP | Other | LTP | Other | LTP | Other | LTP | Other | | | | | | |
| MANAGING GROWTH | | | | | | | | | | | | | | | | | | | |
| Park & Ride | K | 0 | 0 | 100 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | * | * | | * | 1, 2 | 1, 10 |
| | M | 1,857 | 0 | 2,545 | 0 | 4,567 | 144 | 5,620 | 180 | 2,570 | 0 | 17,159 | 324 | * | * | | * | 1 | 1, 10 |
| | S | 1,200 | 0 | 814 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 2,214 | 0 | * | * | | * | 1 | 1, 10 |
| Parking Management | L | 199 | 400 | 225 | 400 | 243 | 0 | 149 | 0 | 267 | 0 | 1,083 | 800 | | | * | * | 3, 5 | 1, 10 |
| Travel to School | H | 130 | 0 | 140 | 0 | 140 | 0 | 140 | 0 | 140 | 0 | 690 | 0 | * | * | | * | 5 | 13, 14 |
| | K | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 500 | 0 | * | * | | * | 5 | 13, 14 |
| | L | 185 | 0 | 230 | 0 | 240 | 0 | 260 | 0 | 285 | 0 | 1,200 | 0 | * | * | | * | 5 | 13, 14 |
| | S | 145 | 0 | 145 | 0 | 150 | 0 | 150 | 0 | 150 | 0 | 740 | 0 | * | * | | * | 5 | 13, 14 |
| | W | 150 | 0 | 150 | 0 | 175 | 0 | 175 | 0 | 175 | 0 | 825 | 0 | * | * | | * | 5 | 13, 14 |
| TravelWise | H | 47 | 0 | 47 | 0 | 47 | 0 | 47 | 0 | 47 | 0 | 235 | 0 | * | * | * | * | 5 | 1, 14 |
| | K | 30 | 0 | 30 | 0 | 30 | 0 | 30 | 0 | 30 | 0 | 150 | 0 | * | * | * | * | 5 | 1, 14 |
| | L | 40 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 200 | 0 | * | * | * | * | 5 | 1, 14 |
| | S | 132 | 0 | 132 | 0 | 140 | 0 | 140 | 0 | 140 | 0 | 684 | 0 | * | * | * | * | 5 | 1, 14 |
| | W | 35 | 0 | 35 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 190 | 0 | * | * | * | * | 5 | 1, 14 |
| MANAGING GROWTH - SUB-TOTAL | | 4,250 | 400 | 4,733 | 400 | 5,962 | 144 | 6,991 | 180 | 4,084 | 0 | 26,020 | 1,124 | | | | | | |

| CAPITAL PROGRAMME - MERSEYSIDE OUTLINE | | | | | | | | | | | | | | Shared priorities | | | | CRDP | | | | | | | | | | | |
|--|-----------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|---------------|---------------|-------------------|-------|-----|------|------|----|------|------|-----|-------------|-----|-----|----|------|----|-------|
| Programme area (£K) | Authority | 2006/07 | | 2007/08 | | 2008/09 | | 2009/10 | | 2010/11 | | 5 Year Total | | Con | gest | Acc | essi | Saf | er | Bett | er | Str | ategi | Pri | ori | ty | Acti | on | No(s) |
| | | LTP | Other | LTP | Other | LTP | Other | | | | | | | | | | | | | | |
| FACILITATING REGENERATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Strategic Access Imp (including SIA's) | H | 510 | 600 | 250 | 70 | 0 | 0 | 300 | 0 | 100 | 0 | 1,160 | 670 | * | | * | | | | | 1, 2 | | 1, 2, 3, 10 | | | | | | |
| | K | 250 | 0 | 100 | 0 | 100 | 0 | 300 | 0 | 500 | 0 | 1,250 | 0 | * | | * | | | | | 1, 2 | | 1, 2, 3, 10 | | | | | | |
| | L | 743 | 25,563 | 550 | 17,006 | 1,750 | 9,835 | 1,772 | 10,172 | 870 | 9,220 | 5,685 | 71,796 | * | | * | | | | | 1, 2 | | 1, 2, 3, 10 | | | | | | |
| | M | 30 | 0 | 300 | 0 | 835 | 0 | 535 | 0 | 1,200 | 0 | 2,900 | 0 | * | | * | | | | | 1, 2 | | 1, 2, 3, 10 | | | | | | |
| | S | 100 | 0 | 250 | 0 | 200 | 0 | 100 | 0 | 350 | 0 | 1,000 | 0 | * | | * | | | | | 1, 2 | | 1, 2, 3, 10 | | | | | | |
| | W | 200 | 4,300 | 200 | 2,798 | 250 | 1,550 | 250 | 2,950 | 0 | 2,500 | 900 | 14,098 | * | | * | | | | | 1, 2 | | 1, 2, 3, 10 | | | | | | |
| Centres | H | 140 | 55 | 200 | 200 | 460 | 150 | 150 | 150 | 450 | 0 | 1,400 | 555 | * | * | * | * | | | | 1, 2 | | 1, 10 | | | | | | |
| | K | 150 | 0 | 200 | 0 | 250 | 0 | 228 | 0 | 100 | 0 | 928 | 0 | * | * | * | * | | | | 1, 2 | | 1, 10 | | | | | | |
| | L | 2,000 | 0 | 1,500 | 0 | 1,000 | 0 | 1,000 | 0 | 1,500 | 0 | 7,000 | 0 | * | * | * | * | | | | 1, 2 | | 1, 10 | | | | | | |
| | M | 2,864 | 817 | 2,106 | 86 | 1,456 | 21 | 872 | 0 | 466 | 0 | 7,764 | 924 | * | * | * | * | | | | 1, 2 | | 1, 10 | | | | | | |
| | S | 199 | 4,200 | 95 | 2,100 | 374 | 0 | 300 | 0 | 0 | 0 | 968 | 6,300 | * | * | * | * | | | | 1, 2 | | 1, 10 | | | | | | |
| | W | 50 | 0 | 200 | 0 | 450 | 0 | 100 | 0 | 300 | 0 | 1,100 | 0 | * | * | * | * | | | | 1, 2 | | 1, 10 | | | | | | |
| Public Realm | S | 20 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 300 | 0 | 420 | 0 | | | | | | | | | | 1, 5 | | 14 | | | | |
| | W | 100 | 50 | 230 | 250 | 550 | 500 | 700 | 100 | 500 | 0 | 2,080 | | | | | | | | | | | 1, 5 | | 14 | | | | |
| FACILITATING REGENERATION - SUB-TOTAL | | 7,356 | 35,585 | 6,231 | 22,510 | 7,725 | 12,056 | 6,607 | 13,372 | 6,636 | 11,720 | 34,555 | 95,243 | | | | | | | | | | | | | | | | |

| CAPITAL PROGRAMME - MERSEYSIDE OUTLINE | | | | | | | | | | | | | Shared priorities | | | | CRDP | | | | |
|--|-----------|---------------|---------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|-------------------|--------------|---------------------|------------|-------------|----------------|----------------|-------------|-------|
| Programme area (£K) | Authority | 2006/07 | | 2007/08 | | 2008/09 | | 2009/10 | | 2010/11 | | 5 Year Total | | Con- gest | Acc essi- ble | Safe- r | Bett- er | Stra- tegi- | Prio- rity | Acti- on | No(s) |
| | | LTP | Other | LTP | Other | LTP | Other | LTP | Other | LTP | Other | LTP | Other | | | | | | | | |
| SUSTAINABLE TRANSPORT | | | | | | | | | | | | | | | | | | | | | |
| Bus Travel Imps. | L | 25 | | 25 | | 33 | | 39 | | 41 | | 163 | 0 | * | * | | * | 2 | 1, 3, 10, 14 | | |
| | M | 5,215 | 6,245 | 8,613 | 2,075 | 9,256 | 3,020 | 9,837 | 2,123 | 13,067 | 2,949 | 45,988 | 16,412 | * | * | | * | 2 | 1, 3, 10, 14 | | |
| | W | 400 | | 600 | | 60 | | 100 | | 100 | | 1,260 | 0 | * | * | | * | 2 | 1, 3, 10, 14 | | |
| Rail Travel Imps | M | 6,091 | 6,147 | 2,544 | 3,200 | 300 | 3,800 | 897 | 7,000 | 1,348 | 4,500 | 11,180 | 24,647 | * | * | * | * | 1, 2 | 1, 2, 3, 5, 10 | | |
| Active Travel | H | 258 | 0 | 294 | 0 | 306 | 0 | 480 | 0 | 500 | 0 | 1,838 | 0 | * | * | | * | 2, 5 | 10, 14 | | |
| | K | 225 | 50 | 225 | 50 | 225 | 0 | 225 | 0 | 225 | 0 | 1,125 | 100 | * | * | | * | 2, 5 | 10, 14 | | |
| | L | 505 | 0 | 718 | 0 | 741 | 0 | 745 | 0 | 782 | 0 | 3,491 | 0 | * | * | | * | 2, 5 | 10, 14 | | |
| | S | 325 | 25 | 325 | 25 | 450 | 30 | 490 | 30 | 530 | 30 | 2,120 | 140 | * | * | | * | 2, 5 | 10, 14 | | |
| | W | 405 | 0 | 520 | 0 | 520 | 0 | 520 | 0 | 520 | 0 | 2,485 | 0 | * | * | | * | 2, 5 | 10, 14 | | |
| Community Transport | H | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 100 | 0 | | * | | * | 5 | 14 | | |
| | K | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 100 | 0 | | * | | * | 5 | 14 | | |
| | L | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 100 | 0 | | * | | * | 5 | 14 | | |
| | S | 100 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 180 | 0 | | * | | * | 5 | 14 | | |
| | W | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 20 | 0 | 100 | 0 | | * | | * | 5 | 14 | | |
| SUSTAINABLE TRANSPORT - SUB-TOTAL | | 13,629 | 12,467 | 13,964 | 5,350 | 11,991 | 6,850 | 13,433 | 9,153 | 17,213 | 7,479 | 70,230 | 41,299 | | | | | | | | |

| CAPITAL PROGRAMME - MERSEYSIDE OUTLINE | | | | | | | | | | | | | | Shared priorities | | | | CRDP | |
|---|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|-------------------|---------------|-------------|---|-----------------------|----|
| Programme area (£K) | Authority | 2006/07 | | 2007/08 | | 2008/09 | | 2009/10 | | 2010/11 | | 5 Year Total | | Congestion | Accessibility | Safer Roads | Better Air Quality/Quality of Strategic Priority(ies) | Priority Action No(s) | |
| | | LTP | Other | LTP | Other | | | | | | |
| SAFE AND SUSTAINABLE COMMUNITIES | | | | | | | | | | | | | | | | | | | |
| Traffic Calming & HZ, Env. Traffic Man. | H | 126 | 50 | 180 | 0 | 234 | 0 | 190 | 0 | 190 | 0 | 920 | 50 | * | * | * | * | 5 | 14 |
| | K | 575 | 150 | 575 | 150 | 595 | 150 | 625 | 150 | 657 | 150 | 3,027 | 750 | * | * | * | * | 5 | 14 |
| | L | 203 | 0 | 260 | 0 | 160 | 0 | 269 | 0 | 411 | 0 | 1,303 | 0 | * | * | * | * | 5 | 14 |
| | S | 290 | 0 | 440 | 0 | 540 | 0 | 754 | 0 | 460 | 0 | 2,484 | 0 | * | * | * | * | 5 | 14 |
| | W | 290 | 0 | 350 | 0 | 350 | 0 | 350 | 0 | 400 | 0 | 1,740 | 0 | * | * | * | * | 5 | 14 |
| Local Safety Scheme | H | 230 | 50 | 230 | 0 | 230 | 0 | 240 | 0 | 240 | 0 | 1,170 | 50 | | | * | * | 5 | 14 |
| | K | 150 | 0 | 150 | 0 | 150 | 0 | 150 | 0 | 150 | 0 | 750 | 0 | | | * | * | 5 | 14 |
| | L | 900 | 0 | 1,000 | 0 | 1,000 | 0 | 1,000 | 0 | 1,000 | 0 | 4,900 | 0 | | | * | * | 5 | 14 |
| | M | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | | | * | * | 5 | 14 |
| | S | 100 | 60 | 150 | 0 | 150 | 0 | 150 | 0 | 150 | 0 | 700 | 60 | | | * | * | 5 | 14 |
| | W | 450 | 0 | 450 | 0 | 450 | 0 | 450 | 0 | 450 | 0 | 2,250 | 0 | | | * | * | 5 | 14 |
| Street Lighting | H | 180 | 0 | 200 | 0 | 200 | 0 | 200 | 0 | 200 | 0 | 980 | 0 | | * | * | | 5 | 14 |
| | K | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 500 | 0 | | * | * | | 5 | 14 |
| | L | 250 | 1,208 | 250 | 1,450 | 250 | 1,523 | 250 | 1,599 | 250 | 1,679 | 1,250 | 7,459 | | * | * | | 5 | 14 |
| | W | 50 | 0 | 100 | 0 | 150 | 0 | 150 | 0 | 150 | 0 | 600 | 0 | | * | * | | 5 | 14 |
| SAFE AND SUSTAINABLE COMMUNITIES - SUB-TOTAL | | 3,944 | 1,518 | 4,435 | 1,600 | 4,559 | 1,673 | 4,878 | 1,749 | 4,808 | 1,829 | 22,624 | 8,369 | | | | | | |

| CAPITAL PROGRAMME - MERSEYSIDE OUTLINE | | | | | | | | | | | | | | Shared priorities | | | CRDP | | |
|--|-----------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|--------------|--------|-------------------|---------------|-------------|---|-----------------------|-------------|
| Programme area (£K) | Authority | 2006/07 | | 2007/08 | | 2008/09 | | 2009/10 | | 2010/11 | | 5 Year Total | | Congestion | Accessibility | Safer Roads | Better Air Quality/Quality of Strategic Priority(res) | Priority Action No(s) | |
| | | LTP | Other | LTP | Other | | | | | | |
| HIGHWAY EFFICIENCY AND ASSET MANAGEMENT | | | | | | | | | | | | | | | | | | | |
| Structures Maint. | H | 400 | 0 | 405 | 0 | 410 | 150 | 410 | 100 | 415 | 0 | 2,040 | 250 | | | * | | 2 | 10, 14 |
| | K | 250 | 0 | 250 | 0 | 250 | 0 | 250 | 0 | 250 | 0 | 1,250 | 0 | | | * | | 2 | 10, 14 |
| | L | 638 | 0 | 670 | 0 | 709 | 0 | 745 | 0 | 781 | 0 | 3,543 | 0 | | | * | | 2 | 10, 14 |
| | M | 0 | 9,200 | 0 | 9,400 | 0 | 9,600 | 0 | 9,800 | 0 | 9,800 | 0 | 47,800 | | | * | | 2 | 10, 14 |
| | S | 470 | 0 | 479 | 0 | 503 | 0 | 529 | 0 | 555 | 0 | 2,536 | 0 | | | * | | 2 | 10, 14 |
| | W | 1,445 | 100 | 1,550 | 100 | 1,455 | 100 | 1,220 | 100 | 1,900 | 500 | 7,570 | 900 | | | * | | 2 | 10, 14 |
| Highway Maint | H | 1,174 | 0 | 1,201 | 0 | 1,276 | 0 | 1,360 | 0 | 1,444 | 0 | 6,455 | 0 | | | * | | 2 | 10, 14 |
| | K | 519 | 0 | 534 | 0 | 573 | 0 | 614 | 0 | 657 | 0 | 2,897 | 0 | | | * | | 2 | 10, 14 |
| | L | 2,270 | 0 | 2,609 | 0 | 2,739 | 0 | 2,876 | 0 | 3,020 | 0 | 13,514 | 0 | | | * | | 2 | 10, 14 |
| | S | 1,097 | 0 | 1,119 | 0 | 1,175 | 0 | 1,233 | 0 | 1,295 | 0 | 5,919 | 0 | | | * | | 2 | 10, 14 |
| | W | 986 | 0 | 930 | 0 | 1,149 | 0 | 1,514 | 0 | 971 | 0 | 5,550 | 0 | | | * | | 2 | 10, 14 |
| Traffic Man & Signing | H | 60 | 0 | 130 | 0 | 85 | 0 | 106 | 0 | 89 | 0 | 470 | 0 | * | * | * | | 2 | 1, 10 |
| | K | 84 | 0 | 84 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 468 | 0 | * | * | * | | 2 | 1, 10 |
| | L | 434 | 0 | 550 | 0 | 383 | 0 | 766 | 0 | 1,177 | 0 | 3,310 | 0 | * | * | * | | 2 | 1, 10 |
| | S | 10 | 0 | 200 | 0 | 500 | 0 | 550 | 0 | 646 | 0 | 1,906 | 0 | * | * | * | | 2 | 1, 10 |
| | W | 705 | 400 | 40 | 400 | 30 | 400 | 590 | 400 | 930 | 400 | 2,295 | 2,000 | * | * | * | | 2 | 1, 10 |
| UTC / ITS | H | 100 | 0 | 120 | 0 | 120 | 0 | 130 | 0 | 130 | 0 | 600 | 0 | * | | | * | 2 | 1, 2, 3, 10 |
| | K | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 500 | 0 | * | | | * | 2 | 1, 2, 3, 10 |
| | L | 671 | 167 | 339 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 1,010 | 252 | * | | | * | 2 | 1, 2, 3, 10 |

| CAPITAL PROGRAMME - MERSEYSIDE OUTLINE | | | | | | | | | | | | | | Shared priorities | | | | CRDP | |
|--|-----------|---------------|--------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|---------------|-------------|--|-----------------------|-------------|
| Programme area (£K) | Authority | 2006/07 | | 2007/08 | | 2008/09 | | 2009/10 | | 2010/11 | | 5 Year Total | | Congestion | Accessibility | Safer Roads | Better Air Quality/Quality of Strategic Priority (res) | Priority Action No(s) | |
| | | LTP | Other | LTP | Other | LTP | Other | LTP | Other | LTP | Other | LTP | Other | | | | | | |
| | S | 0 | 0 | 0 | 0 | 100 | 0 | 150 | 0 | 200 | 0 | 450 | 0 | * | | | * | 2 | 1, 2, 3, 10 |
| | W | 200 | 0 | 200 | 0 | 100 | | 0 | 0 | 0 | 0 | 500 | 0 | * | | | * | 2 | 1, 2, 3, 10 |
| HIGHWAY EFFICIENCY AND ASSET MANAGEMENT - SUB - TOTAL | | 11,613 | 9,867 | 11,510 | 9,985 | 11,757 | 10,250 | 13,243 | 10,400 | 14,660 | 10,700 | 62,783 | 51,202 | | | | | | |
| FORWARD PLANNING AND JOINT WORKING | | | | | | | | | | | | | | | | | | | |
| Advance Design | K | 60 | 0 | 60 | 0 | 60 | 0 | 60 | 0 | 60 | 0 | 300 | 0 | | | | | n/a | |
| | L | 126 | 0 | 256 | 0 | 240 | 0 | 275 | 0 | 289 | 0 | 1,186 | 0 | | | | | n/a | |
| | S | 60 | 0 | 60 | 0 | 60 | 0 | 60 | 0 | 65 | 0 | 305 | 0 | | | | | n/a | |
| | W | 120 | 0 | 90 | 0 | 101 | 0 | 71 | 0 | 110 | 0 | 492 | 0 | | | | | n/a | |
| Studies | H | 64 | 235 | 54 | 235 | 59 | 0 | 54 | 0 | 54 | 0 | 285 | 470 | | | | | n/a | |
| | K | 40 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 200 | 0 | | | | | n/a | |
| | L | 260 | 0 | 290 | 0 | 262 | 0 | 303 | 0 | 302 | 0 | 1,417 | 0 | | | | | n/a | |
| | M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | n/a | |
| | S | 70 | | 70 | 0 | 70 | 0 | 70 | 0 | 75 | 0 | 355 | 0 | | | | | n/a | |
| | W | 60 | 0 | 50 | 0 | 50 | 0 | 50 | 0 | 50 | 0 | 260 | 0 | | | | | n/a | |
| FORWARD PLANNING AND JOINT WORKING - SUB-TOTAL | | 860 | 235 | 970 | 235 | 942 | 0 | 983 | 0 | 1,045 | 0 | 4,800 | 470 | | | | | | |

| SUMMARY | | | | | | | | | | | | |
|-------------------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|---------------------|----------------|
| DISTRICT TOTALS | 2006/07 | | 2007/08 | | 2008/09 | | 2009/10 | | 2010/11 | | 5 Year Total | |
| | LTP | Other | LTP | Other |
| St Helens | 3,439 | 990 | 3,471 | 505 | 3,587 | 300 | 3,827 | 250 | 4,019 | 0 | 18,343 | 2,045 |
| Knowsley | 2,653 | 200 | 2,668 | 200 | 2,743 | 150 | 2,942 | 150 | 3,089 | 150 | 14,095 | 850 |
| Liverpool | 9,469 | 27,338 | 9,532 | 18,941 | 9,810 | 11,358 | 10,509 | 11,771 | 11,035 | 10,899 | 50,355 | 80,307 |
| Merseytravel | 16,107 | 22,409 | 16,108 | 14,761 | 16,414 | 16,585 | 17,761 | 19,103 | 18,651 | 17,249 | 85,041 | 90,107 |
| Sefton | 4,318 | 4,285 | 4,349 | 2,125 | 4,482 | 30 | 4,796 | 30 | 5,036 | 30 | 22,981 | 6,500 |
| Wirral | 5,666 | 4,850 | 5,715 | 3,548 | 5,900 | 2,550 | 6,300 | 3,550 | 6,616 | 3,400 | 30,197 | 17,898 |
| MERSEYSIDE TOTAL | 41,652 | 60,072 | 41,843 | 40,080 | 42,936 | 30,973 | 46,135 | 34,854 | 48,446 | 31,728 | 221,012 | 197,707 |

Effective Performance Management

Introduction

13.16. A considerable amount of work has taken place to ensure that a coherent set of performance indicators is in place to measure the achievement and progress of the second Local Transport Plan (LTP) for Merseyside.

Indicator Selection

13.17. Building on the extensive monitoring and reporting programme undertaken throughout the first LTP, the second LTP provides a more focused set of indicators that aim to measure the key national outcomes and local priorities. In the monitoring of outcomes, the indicators are designed to provide evidence of “real and measurable improvements in the quality of life and the quality of transport services” for Merseyside.

13.18. Extensive consultation was undertaken with officers and politicians to select the performance indicator set presented in the attached table , and determine appropriate targets. The set has been carefully selected to monitor the important outcomes (and proxies to outcomes) that demonstrate real achievement of the visions and objectives that this plan outlines.

Cross sector linkages

13.19. We outlined in Chapter 5 how transport is primarily a means to facilitate the full breadth of social and economic activity in the region. As such, the Merseyside LTP performance indicator set includes a number of cross sector linkages, measuring aspects such as the local economy and tourism activity. For the purposes of this plan these indicators are “monitoring only”. However, as the plan seeks to facilitate and support the region through an efficient transport network, it is important to monitor progress in these “outcome areas” to assess the overall performance of the plan in assisting the delivery of the regions wider aspirations.

The Indicator Set

13.20. Indicators in the following table are presented in the manner requested by DfT guidance, setting out the indicators grouped according to the following headings:

- **Targets for key outcome indicators** - including targets for the relevant mandatory indicators set out in Annex A.
- **Targets for intermediate outcomes** - which represent proxies or milestones towards key outcome targets and including targets for the relevant mandatory indicators set out in Annex A.
- **Targets for contributory output indicators** - indicators measuring the delivery of schemes, policies etc.
- **Targets for any other outcome or output indicators** - including indicators that measure the achievement of local priorities only.

13.21. To supplement the structure outlined above, the table below also notes the linkages that each indicator has in measuring delivery of the shared priorities and local priorities that are discussed in detail throughout this Plan.

| Indicator No. | Indicator Description | Mandatory (M) or Local (L) | Congestion | Accessibility | Safer Roads | Better Air Quality | Quality of Life | Local Priority |
|-----------------------------|---|----------------------------|------------|---------------|-------------|--------------------|-----------------|----------------|
| Key Outcome | | | | | | | | |
| 13 | Accessibility - Economic impact. Accessibility of unemployed residents into regeneration area | L | | ✓ | | | ✓ | ✓ |
| 14 | Accessibility - Education. % of 16-19 year olds within 30 and 60 minutes of establishment by walking/cycle/bus/train | L | | ✓ | | | ✓ | ✓ |
| LTP 1 | National Data - Public Transport Access Measure to Key Services / Facilities Access to School Access to Further Education Access to Work Access to Hospitals Access to GPs Access to Major Centres | M | | ✓ | | | ✓ | ✓ |
| BVPI 99 x) | Total killed and seriously injured casualties | M | | ✓ | ✓ | | ✓ | |
| BVPI 99 y) | Child killed and seriously injured casualties | M | | ✓ | ✓ | | ✓ | |
| BVPI 99 z) | Total slight casualties | M | | ✓ | ✓ | | ✓ | |
| LTP 7 | Congestion (average vehicle/person delay) | M | ✓ | | | | | |
| LTP 8 | Pollutant concentrations within Air Quality Management Areas (AQMAs) | M | | | | ✓ | ✓ | |
| Intermediate Outcome | | | | | | | | |
| 4 | % of highway network below threshold speeds during peak periods. | L | ✓ | ✓ | | | | |
| 5 | Extent of peak spreading (proportion of time when average speeds below a certain threshold of speed) | L | ✓ | ✓ | | | | |
| 7 | Number of people using Park & Ride | L | ✓ | ✓ | | ✓ | | |
| 2 | HGV journey times on designated freight routes | L | ✓ | | | | | ✓ |
| 1 | Sustainable transport as the final mode for air passengers | L | ✓ | ✓ | | ✓ | | ✓ |
| LTP 6 | Changes in peak period traffic flows to urban centre. | M | ✓ | | | ✓ | | ✓ |
| BVPI 104 | Satisfaction with local bus services | M | ✓ | ✓ | | | ✓ | |
| LTP 5 | Bus Punctuality | M | ✓ | ✓ | | | ✓ | |
| BVPI 102 | Public transport patronage | M | ✓ | ✓ | | ✓ | | ✓ |
| 22 | % new developments meeting minimum standards for all transport modes as defined by Supplementary Planning Document | L | ✓ | ✓ | ✓ | ✓ | ✓ | |
| LTP 3 | Cycling Indicator a) On road daytime MCC index b) 24/7 cycle network | M | ✓ | ✓ | | ✓ | ✓ | |
| LTP 4 | Mode Share of journeys to school | M | ✓ | ✓ | | ✓ | ✓ | ✓ |
| 20 | Modal Share indicators (All Modes, Travel to Work, Leisure) | L | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| LTP 2 | Change in area wide road traffic | M | ✓ | | | ✓ | ✓ | |
| 17 | Vehicle mileage in the AQMA or area of exceedence | L | | | | ✓ | | |
| Contributory Output | | | | | | | | |

| Indicator No. | Indicator Description | Mandatory (M) or Local (L) | Congestion | Accessibility | Safer Roads | Better Air Quality | Quality of Life | Local Priority |
|-----------------------------|--|----------------------------|------------|---------------|-------------|--------------------|-----------------|----------------|
| BVPI 187 | Footway condition | M | | ✓ | ✓ | | ✓ | |
| BVPI 97a) | Non-principal classified road condition | M | | ✓ | ✓ | | | |
| BVPI 97b) | Unclassified road condition | M | | ✓ | ✓ | | | |
| 10 | BV165 (accessibility of pedestrian crossings) | L | | ✓ | ✓ | | | |
| BVPI 96 | Principal road condition | M | | ✓ | ✓ | | | |
| 3 | Limit number of off street car parking spaces available in Liverpool City Centre | L | ✓ | | | ✓ | ✓ | |
| 18 | Environmental standard of bus fleet | L | | | | ✓ | | |
| Other Outcome/Output | | | | | | | | |
| 11 | Bus based physical access a) % fully accessible low floor vehicles b) % accessible infrastructure | L | | ✓ | | | ✓ | |
| 9 | No. of rail stations upgraded to meet preset standards for a) facilities and access b) security | L | | ✓ | | | ✓ | |
| 8 | Number (%) of rural households within 800m of an hourly or better bus service | L | | ✓ | | | ✓ | |
| 23 | Street lighting condition (based on age) | L | | | ✓ | | ✓ | |
| Monitoring | | | | | | | | |
| 19 | Physical activity indicator | L | ✓ | ✓ | | | ✓ | ✓ |
| 16 | Estimated transport related emissions (tonnes/year) of CO, nitrogen oxides & particulate matter | L | | | | ✓ | | |
| 6 | Roadworks coverage and impacts | L | ✓ | ✓ | | | | ✓ |
| 21 | Economic indicator a) GVA per head b) Worklessness (Economic Inactivity) | L | | | | | | ✓ |
| 15 | Crime/fear of crime on and around public transport a) No. of broken window incidents recorded on public transport b) Proportion of people who are discouraged from PT use at night | L | | ✓ | | | ✓ | |
| 12 | Affordability Cost of: a) average bus fare/mile b) car cost index | L | ✓ | ✓ | | ✓ | ✓ | ✓ |
| 24 | Tourist activity (No. of visitors to tourist information centres) | L | | | | | | ✓ |

Target Setting

13.22. We recognise that setting targets for performance is a central component of good planning. A well framed target that measures the achievement of the plan's objectives is a vital tool in ensuring real delivery and real improvements to the region. Much emphasis has been given to the importance of making targets well balanced.

13.23. Because of the importance of targets detailed planning have allowed us to make explicit commitments in this provisional second LTP. There are also a number of indicators for which robust targets have not yet been agreed. This is due to a variety of reasons including: timescales for the development of statutory

plans (such as the Access Plan), consultation on key documents (such as the Air Quality Action Plan), availability of baseline evidence (such as the delays in the rollout and application of Congestion monitoring data).

13.24. The following tables set out the commitments that the partnership are able to make at this stage. As the tables state, in many instances these are minimum commitments. It is the resolution of the partnership to not only provide robust targets and trajectories for **all** indicators in the March 2006 submission, but also to provide, where possible, “stretch” targets that go beyond some of the minimum commitments that are made in this document. The ability of the partnership to secure discretionary and external funding will play an important role in being able to deliver against a number of the anticipated “stretch” targets. The table sets out the targets and trajectory for the full LTP2 period. It also qualifies the level of ambition shown in the target, as well as noting the key policy actions required to ensure delivery, and any risks associated with achievement of the target.

13.25. The process of target setting has also been subject to extensive documentation. An example of the “Performance Indicator Target Form” being used is provided in Appendix 15. This form is designed to assist the partnership in ensuring the targets are both realistic and ambitious. Required actions to deliver the target are noted alongside any potential risks to success. Early recognition of the key actions and risks to successful delivery provide a sound framework for management of programme delivery.

Monitoring

13.26. In order to monitor performance robustly, effective monitoring systems must be put in place. The Merseyside authorities are investing in data collection and analysis to ensure performance is measured fairly and accurately throughout the LTP2 period. This process will be managed by full documentation of the approach, methodology and calculation of data for each performance indicator. An example of the “Performance Indicator Control Form” being used is provided in Appendix 15.

| LTP2: Change in Area Wide Road Traffic | | | | | | |
|---|------------------|----------------|----------------|----------------|----------------|----------------|
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| 2003 | 100 | 103.9 | 105.2 | 106.5 | 107.9 | 109.2 |
| Ambitious and Realistic | | | | | | |
| <p>This target is the stretch target contained in the first LTP of a cap on traffic growth of 20.8% from a 1996 base year. The target was based on RTRA analysis and was premised on anticipated growth of 29.2% by 2011. The LTP programme is therefore a significant input into curtailing traffic growth, making this a fairly ambitious target.</p> <p>Trend analysis shows that the same, or slightly improved, input will be required during the second LTP period to achieve this target. This is considered a realistic trajectory.</p> | | | | | | |
| Required Actions | | | | | | |
| <p>Delivery of the full programme of network, congestion and accessibility measures outlined in this strategy.</p> | | | | | | |
| Risks | | | | | | |
| <p>The biggest risk to achieving this target is the growing disparity between real costs of public transport and private car costs. This is a difficult risk to manage at a local level but the partners will be striving to cap increases in public transport costs where powers exist. In addition monitoring of these costs will be maintained through local performance indicator 12.</p> | | | | | | |

| LTP6: Changes in Peak Period Traffic Flows to Urban Centre | | | | | | |
|--|------------------|----------------|----------------|----------------|----------------|----------------|
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| 2005-06 | 100 | 101.3 | 102.0 | 102.6 | 103.3 | 104.0 |
| Ambitious and Realistic | | | | | | |
| It is considered both appropriate and realistic to set a target of 4% traffic growth into the City Centre over the lifetime of the next LTP, given the major developments that will open over this period. This has been set on the basis of rising demand overall for travel in view of the social and economic changes that have been described in Chapter 4 of the LTP. | | | | | | |
| Required Actions | | | | | | |
| Linked with action on the AQMA. It is essential that supporting smart measures, public transport improvements such as Merseytram, better control over bus services, and increases in Park and Ride coupled with rail capacity enhancements are put in place. Alongside these, a robust parking management regime including a proposed cap on parking availability will also be put into place. | | | | | | |
| Risks | | | | | | |
| It will be appreciated that in the short term, significant peaks will be experienced as a result of major events in the city centre, such as Capital of Culture in 2008. However, these overall growth levels are considered manageable and acceptable within a regenerating city. | | | | | | |

| BVPI 102: Public Transport Patronage | | | | | | |
|--|-----------|---------|---------|---------|---------|---------|
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| BUS: 2004/05 | 164.3 | | | | | March |
| RAIL:2004/05 | 34.1 | 37.6 | 39.5 | 41.4 | 43.5 | 06 45.7 |
| Ambitious and Realistic | | | | | | |
| Merseytravel have adopted ambitious rail targets of a 5% increase in patronage per annum. With strong powers over the network, refurbished trains, improved security and ticketing, and planned network expansion this target is considered realistic. | | | | | | |
| Required Actions | | | | | | |
| Implementation of Merseytravel rail strategy. Bus targets are being developed by Merseytravel and will be included in March 2006 submission. | | | | | | |
| Risks | | | | | | |
| The timely co-operation of all parties within the rail industry is an increasingly well understood risk to delivery of rail related schemes. Merseytravel's unique powers present an advantage in managing this risk. | | | | | | |

| LTP3: Cycling Indicator | | | | | | |
|---|-----------|---------|---------|---------|---------|---------|
| a) On road daytime MCC index | | | | | | |
| b) 24/7 cycle network index | | | | | | |
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| 2003/2004 | 100 | 119.1 | 126.2 | 133.8 | 141.9 | 150 |
| Ambitious and Realistic | | | | | | |
| Cycle use has seen steady decline over a prolonged period, nationally, and locally in Merseyside. A detailed cycling strategy is being implemented during the LTP2 period and this will provide the conditions to see growth of 50% by 2010/2011. Given the low absolute levels of cycling currently evident, it is considered a realistic aim to increase numbers by this percentage amount. This target is subject to amendment based on final adoption of the cycling strategy. | | | | | | |
| Required Actions | | | | | | |
| Delivery of extensive programme of measures in adopted cycle strategy. | | | | | | |
| Risks | | | | | | |
| Resources being diverted to other programme areas. Stigmatisation associated with bicycle use in less affluent areas. | | | | | | |

| LTP4: Mode Share of Journeys to School | | | | | | |
|---|-----------|---|---|---|---|---|
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| | | 0% change in relative mode share of car | 0% change in relative mode share of car | 0% change in relative mode share of car | 0% change in relative mode share of car | 0% change in relative mode share of car |
| 2005/2006 | Tbc. | | | | | |
| Ambitious and Realistic | | | | | | |

The commitment here is consistent with the DfT guidance definition for a “satisfactory” target “No reduction in the ratio between the total number of pupils and the total number of car journeys to school between baseline and 2010/11”. The partnership aim to make a more stretching commitment in the final LTP submission in March 2006 drawing on evidence of the anticipated effect of the extended “TravelWise” programme.

Required Actions

Expanded TravelWise programme will ensure delivery in this area. National and local discussions are ongoing to secure data to monitor through the PLASC system.

Risks

Availability of monitoring data. This will be managed through a reserve plan using locally collected data.

| BVPI 99: Road Safety Targets | | | | | | |
|--|-------------------------|---------|---------|---------|---------|---------|
| x) Total killed and seriously injured casualties | | | | | | |
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| 1994-1998 average/yr | 833 recorded casualties | 595 | 571 | 547 | 524 | 500 |
| Ambitious and Realistic | | | | | | |
| <p>The present target is for a reduction in the total number of fatal and serious casualties by 40% by 2010. At present this target is not being met, because reductions in some areas, particularly to children, are being offset by increases in adult casualties. Graphs of past trends and future trajectories are given in Appendix 12.</p> <p>A thorough strategic analysis of the issue has given an understanding of the new adverse trends, and a series of new initiatives is proposed to counteract them. The number of people killed or seriously injured in 2004 was 770. In these circumstances our proposed 40% reduction by 2010 already represents a stretching target, which will require a reduction from 2004 in excess of 30%.</p> <p>For now our existing linear trajectory has been retained, although this will be reviewed before March 2006.</p> | | | | | | |
| Required Actions | | | | | | |
| <p>A common theme is an increase on roads when they are relatively 'quiet', when there is spare capacity. An increasing number of younger male adults are driving excessively fast during these periods on motorcycles and in cars. The problem shows itself in different areas at different times. The Police and partner authorities have prepared detailed programmes of intervention targeted in the areas and at the times when the problem is occurring, and are confident that the numbers can be reduced to meet the target by 2010. This includes a 20% increase in police enforcement capacity.</p> | | | | | | |
| Risks | | | | | | |
| <p>There are two types of risk of under-achievement in this target:</p> <p>First, there is always the possibility of unexpected increases in casualties arising from any new adverse trends which emerge over the plan period. We minimise this risk by constant vigilance and a thorough review of issues and solutions each year.</p> <p>Second is the risk of losing revenue funding for those parts of the programme of interventions that require it. Paradoxically, this risk can be greater if the measures are successful.</p> | | | | | | |

| BVPI 99: Road Safety Targets | | | | | | |
|--|-------------------------|---------|---------|---------|---------|---------|
| y) Child killed and seriously injured casualties | | | | | | |
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| 1994-1998 average/yr | 197 recorded casualties | 120 | 112 | 104 | 97 | 89 |
| Ambitious and Realistic | | | | | | |
| <p>If every district in Merseyside achieved a reduction of 50% in child KSIs by 2010, those with above-average casualties in 1994-1998 would still be above average in 2010. For</p> | | | | | | |

these districts more challenging targets are proposed. For the two districts with the highest levels of disadvantage (Liverpool and Knowsley) higher reductions are proposed amounting to 57% and 64% respectively. The net effect over the whole of Merseyside would be a reduction of 55% compared with the 1994-1998 base from 197 to 89 by 2010.

This reduction is proposed as a stretching target, and meets the definition as such. The number of children killed or seriously injured in 2004 was 138. Our target reduction just exceeds the 35% threshold reduction from 2004.

Required Actions

It is clear that the present strategies are working successfully and it is proposed that they should be continued although with additional intervention in respect of older children (aged 12-15), which is the one group that has been slow to respond. Measures are proposed for this as set out in Section 10 and Appendix 12.

Risks

As in the case of BVPI(x) there are two types of risk in under-achieving this target:

First, there is always the possibility of unexpected increases in casualties arising from any new adverse trends which emerge over the plan period. We minimise this risk by constant vigilance and a thorough review of issues and solutions each year.

Second is the risk of losing revenue funding for those parts of the programme of interventions that require it.

| BVPI 99: Road Safety Targets | | | | | | |
|---|--------------------------------|---------|---------|---------|---------|---------|
| z) Total slight casualties | | | | | | |
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| Recent years: 2001-2004 average/year | 7069 recorded casualties | 7069 | 7069 | 7069 | 7069 | 7069 |
| Ambitious and Realistic | | | | | | |
| <p>Consideration of the past trend in slight casualties shows that there has been a marked reduction in the number of slight casualties recorded in recent years. We believe that this is as a result of fewer casualties being reported rather than an intrinsic reduction in risk. For this reason we have re-set our base on the average of the years 2001-2004 inclusive.</p> <p>As shown in indicator LTP2, our target for growth in area-wide traffic is 9% by 2010. By keeping our target number of casualties at the level of the revised base, this would represent a reduction in casualties per million veh kilometres of approximately 10% by 2010, and this is intended as a stretched target.</p> | | | | | | |
| Required Actions | | | | | | |
| The range of actions included in our five year plan is considered sufficient to reduce the rate of slight casualties by this amount. See Appendix 12. | | | | | | |
| Risks | | | | | | |
| <p>Apart from the risks of new adverse trends as discussed under BVPI 99 (x) and (y), there are additional issues in respect of slight casualties if such inconsistencies as have been seen in the past reporting levels are repeated in the future. (We have seen increases as well as decreases arising from this)</p> <p>This risk is avoided only by taking an intelligent and reasonable view of the results.</p> | | | | | | |

| 3: Limit Number of Off Street Car Parking Spaces Available in Liverpool City Centre | | | | | | |
|---|------------------|----------------|----------------|----------------|----------------|----------------|
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| 2003/2004 | 15400 | 16,500 | 16,500 | 16,500 | 16,500 | 16,500 |
| Ambitious and Realistic | | | | | | |
| Although catering for a small increase in parking provision from a 2003/04 base this is considered to represent an ambitious target. With massive regeneration taking place within the heart of Liverpool city centre, including the largest single retail project in a UK city centre (PSDA), this target represents a significant cap on publicly available off street parking. | | | | | | |
| Required Actions | | | | | | |
| Clear understanding and application of the cap in respect of planning permissions granted. | | | | | | |
| Risks | | | | | | |
| Pressure to accept additional car parking to secure developments. The proposed Supplementary Planning Document for Merseyside should assist in management. | | | | | | |

| 1: Sustainable Transport as the Final Mode for Air Passengers | | | | | | |
|---|------------------|----------------|----------------|----------------|----------------|----------------|
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| 2003 | 10.1% | tbc | tbc | tbc | 12% | tbc |
| Ambitious and Realistic | | | | | | |
| Securing modal shift in surface access to the airport presents short term challenges due to the lack of any steel wheel connection. However it is anticipated that Liverpool South Parkway station (opening 2006) will provide enhanced connections to the airport. In addition, rising passenger numbers make higher frequency bus services more viable adding to the realism of this target. A more stretching target for 2011 is to be developed by March 2006, based on finalised Parkway service patterns. | | | | | | |
| Required Actions | | | | | | |
| This target is based on provision of good service levels from Liverpool South Parkway (and improved service levels from the city centre) to the airport | | | | | | |
| Risks | | | | | | |
| <ul style="list-style-type: none"> - Bus operators not expanding services to airport - Stagnation in passenger growth at airport | | | | | | |

| 2: HGV Journey Times on Designated Freight Routes | | | | | | |
|--|-------------------------------------|-------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| 2002 (2003/04) | AM: 43kph IP: 47kph PM: 43kph | AM: 43kph IP: 47kph PM: 43kph | AM:43kph IP: 47kph PM:43kph | AM:43kph IP: 47kph PM:43kph | AM:43kph IP: 47kph PM:43kph | AM:43kph IP: 47kph PM:43kph |
| Ambitious and Realistic | | | | | | |
| Given forecast increases in road traffic it is considered an ambitious target to maintain 2002 (2003/2004) journey times throughout the LTP2 period. However, by defining a road hierarchy with a designated freight network, the Merseyside authorities can work to ensure journey times are maintained on the freight network through an ongoing programme of junction improvements as required. | | | | | | |
| Required Actions | | | | | | |
| Close analysis of any disaggregate trends in increasing journey times to identify and expedite necessary highway improvements. | | | | | | |
| Risks | | | | | | |
| <ul style="list-style-type: none"> - Greater than anticipated increases in traffic levels (see LTP2 indicator). - Changes to speed limits. | | | | | | |

| 22: Percentage of New Developments Meeting Minimum Standards for all Transport Modes as Defined by Supplementary Planning Document | | | | | | |
|--|------------------|----------------|----------------|----------------|----------------|----------------|
| Base Year | Base Data | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
| 2006 | N/A | 85% | 85% | 95% | 95% | 95% |
| Ambitious and Realistic | | | | | | |
| The SPD is an ambitious document setting high standards for new development in the Merseyside authorities. Application of these standards will take time to become consistent and automatic across all partner authorities and some authorities will take longer to adopt the policy. In some cases regeneration is given precedence over sustainable transport and access issues. The target reflects this position and reflects the need to ensure the high standards are applied in all cases by the end of the LTP period. | | | | | | |
| Required Actions | | | | | | |
| The SPD has yet to be finalised and adopted by the authorities. A SA process has to be completed. Communication and training regarding the new SPD will be required. This will then be required for all new planning and development control colleagues, etc. | | | | | | |
| Risks | | | | | | |
| Delays in adoption of document will delay start point. Inconsistent application could hamper progress. Communication of approach will be challenging. Lack of enforcement. | | | | | | |

13.27. Targets and trajectories will be provided for all indicators in the final LTP2 submission in March 2006. In addition the first reporting of the monitoring only indicators will be provided.

Effective Management and Planning

It is considered that some of the mandatory targets remain largely outside the control of the LTP partnership to effectively affect; others are regarded as over simplistic. For example, of themselves increases in cycle usage or public transport patronage do not necessarily indicate success in meeting a wider strategy. Increases in bus patronage will arise if the Access Plan is correctly addressed and a street performance such as punctuality is improved.

The Merseyside LTP partners consider that the success of the LTP should be measured in terms of its effectiveness in addressing the local priorities. A set of core Merseyside targets is set out in Table 5.

Table 5 – Core Merseyside Targets

| |
|--|
| <p><u>Accessibility – to jobs and opportunities</u></p> <ul style="list-style-type: none"> • Access to jobs • Access to education • Access to key services (???) • % Bus based physical access <p><u>Road Safety</u></p> |
|--|

- Total KSI
- Child KSI

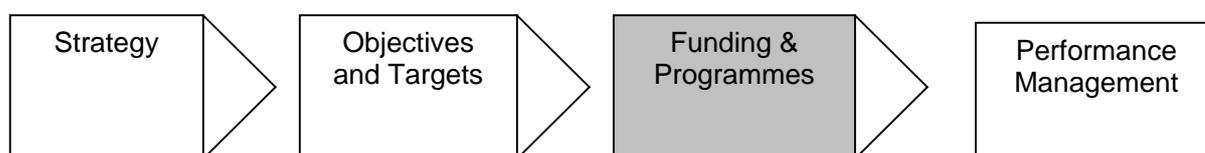
Reducing Air Pollutants

- Concentration within AQMAs

Managing Traffic Growth

- Congestion delivery
- Peak period flows to urban centres
- Mode share to school
- Mode share indicators
- % New developments with SPD

14 Targets



The Integrated Transport Block – Financial Planning Guideline

The Merseyside Partners were disappointed by the 2006/07 planning guideline figure and have responded to the Department on a number of issues, and met with Duncan Price to discuss these concerns. It is hoped that some account of these will be made.

Programme Prioritisation

In the meantime however, Merseytravel and the five local Authorities have undertaken an extensive review of their programmes in the light of the reduced settlement, but also to ensure that the programmes are properly framed to meet the objectives and targets of the LTP.

In undertaking this exercise designed to ensure the correct ‘investment programme’ the Local Authorities and Merseytravel have been concerned to highlight a number of issues. Principally, in relation to aligning investment to targets there are two issues:

- (a) levels of commitment flowing through from LTP1; and
- (b) the level of necessary spend in areas that do not necessarily have an impact on targets.

Nevertheless, the review process has been undertaken within the context of the framework set out in Appendix 4.

In an attempt to understand the ability of the interventions being proposed in the LTP programme to assist in achieving the targets that are being set, all schemes or blocks of work included in the LTP programme have been scored to reflect their ability to affect each of the 34 indicators for which specific and measurable targets have been set.

The system involves the use of a matrix with the programmed interventions listed along one axis and the 34 indicators along the other. The scoring system gives a simple 1-5 numerical score in each cell to describe the level of the effect that each intervention is expected to have on each of the indicators.

A score of 1 indicates a small effect over a limited area and 5 indicates that the intervention is designed primarily to contribute to that particular target.

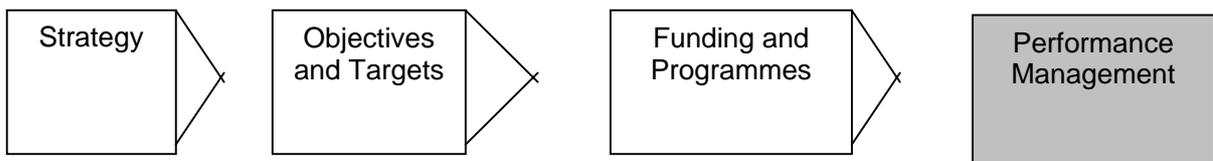
The level of funding involved is also indicated against each intervention which then provides an understanding of both the effect of the intervention and the resource level going into it.

Additional Investment

There is a good record of investment into the transport network on Merseyside, from a variety of non-transport sources. In LTP1 these included Objective One Merseyside Health Action Zone and SRB.

It is hoped that the clear direction of the second LTP in support of the wider Merseyside agenda will provide further opportunities for such funding. At the present time however, the extent of this is not clear. No decision has yet been taken on the shape and content of the next European funding programme, whilst initiatives such as HMRI appear to be looking to LTP as a source of funding rather than through any shared or matched arrangement.

Nevertheless, some additional funding is beginning to emerge. Most noticeably £3m has been secured by Merseytravel from the Objective One programme to support the Access Plan. Some funding has been secured from Wirral NRF to expand Neighbourhood Travel Co-ordinators, whilst funding may be available from Liverpool WRP to secure additional cycling facilities. Discussions with Directors of Public Health are ongoing about possible linked projects between TravelWise (cycling and walking) and the choosing Health Agenda.

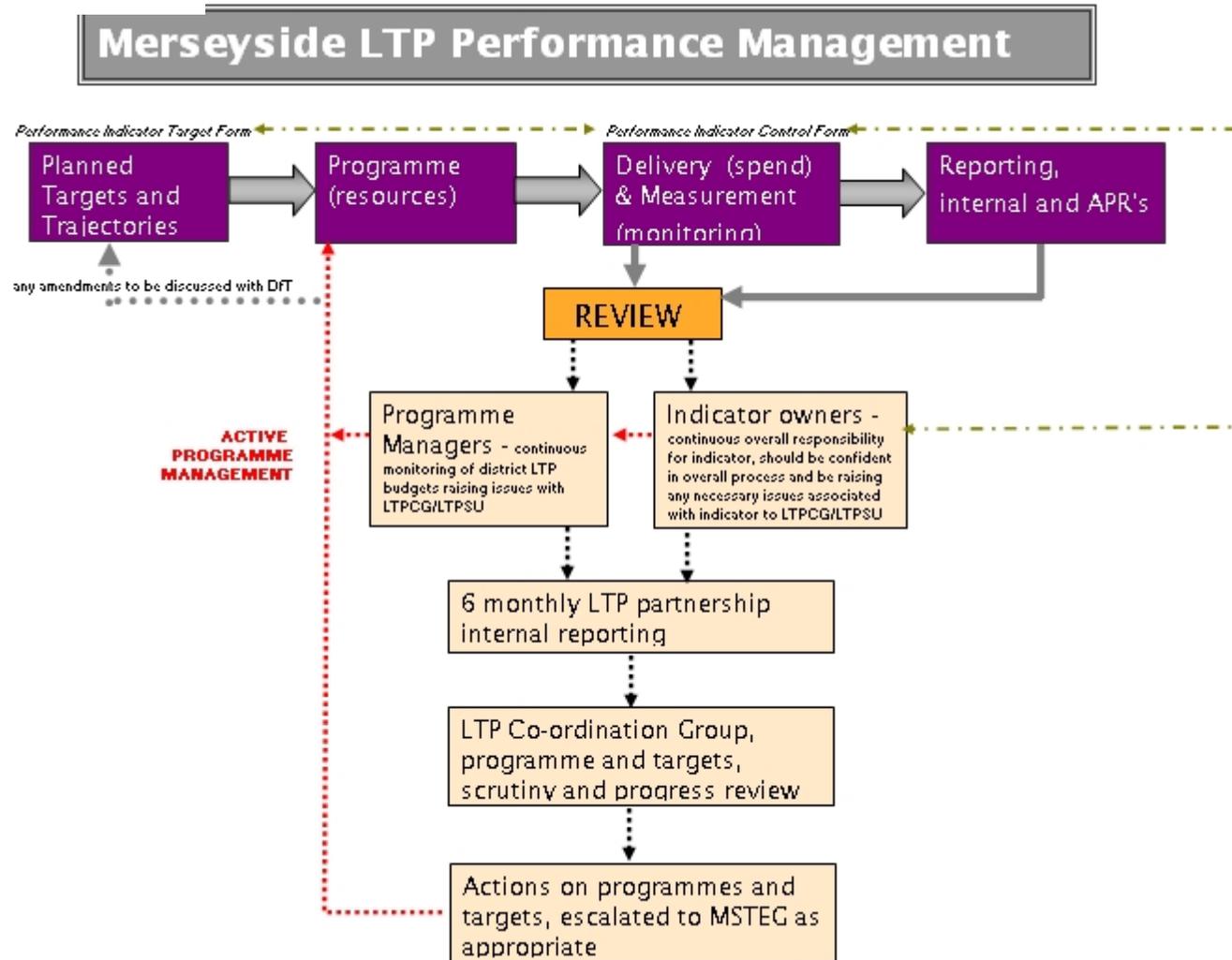


Robust performance management measures for the maintenance of Performance Indicators and targets are being put in place

In the development of the programme a crucial balance is necessary between the level of ambition in the targets being set and the necessary investment in these areas reflected in the financial programme. The refinement of this balance was subject to substantial iteration in the development of the final plan, and will be a crucial point for review in future progress reviews.

The programme spend translates into delivery which is measured by an extensive monitoring programme. The performance monitoring approach is then used to review these results and make necessary revisions to the programme for future years. This “Performance Management” approach is set out in detail in Figure 4.

Figure 4



Monitoring and Management

In order to monitor performance robustly, effective monitoring systems must be put in place. The Merseyside authorities are investing in data collection and analysis to ensure performance is measured fairly and accurately throughout the LTP2 period. This process is managed by full documentation of the approach, methodology and calculation of data for each performance indicator. This documentation is part of the wider performance management framework depicted in the figure above - "Merseyside LTP Performance Management", and explained in more detail below. It is hoped that this framework will ensure the right evidence is maintained to correctly prioritise investment and deliver value for money solutions for the area's transport needs.

Monitoring

Monitoring of all performance indicators is documented extensively by performance indicator control forms. As illustrated in the "Merseyside LTP Performance Management" diagram these forms provide the detailed specifications of how each indicator is measured. This process is controlled by designated "indicator owners" who take responsibility for the overall collection, reporting and target setting process for that indicator.

Management

The overall performance management approach depicted in the figure above illustrates how the results reported through the monitoring process are reviewed, and actioned, as appropriate. The Merseyside approach requires close involvement of indicator owners and programme managers who in the first instance should work together to make day to day adjustments to the programme. More formally the LTP partnership reviews reported programmes and indicator performance on a 6 monthly basis. This scrutiny and review, should result in any corrective actions being reflected in amended programmes, or if appropriate and agreed with DfT, adjustments to targets and or trajectories. If required this process will involve senior officers via the MSTEg group (Merseyside Strategic Transportation and Engineers senior officers group) with further political approval if necessary.

Strat-e-GIS

Strat-e-gis brings together geographic data from a range of users and enables the sharing of information to give a joined up sub-regional picture across Merseyside to inform a wide variety of strategy development and monitoring requirements. Strat-e-gis will be an important tool in the ongoing management and development of the Local Transport Plan. The tool will allow officers from the partner authorities to easily access and analyse data across a wide variety of themes, assisting better informed refinement of programmes and targets to assist delivery. It is anticipated that the system will give real advantages in cross cutting data analysis linking areas such as planning, crime, and socioeconomic profiles with transport. The system is scheduled for launch alongside the final LTP in March 2005.

13.28. Below are some of the areas that have been identified as potential transport data inputs into the system:

- ITIS journey time data.
- Traffic Counts.

- Road Hierarchy.
 - Accession accessibility mapping layers.
 - Street Lighting.
 - TAMP requirements.
 - Traffic Accident data.
- 13.29. One example of the kind of analysis that will be possible is the potential to examine any linkages between accessibility and data on crime, street lighting and census profile information.
- 13.30. It is hoped that over the second LTP period Strat-e-gis will become an integral and vital part of the transport planning process, linking some areas which have previously worked in relative isolation.
- 13.31. A pilot application for the LTP is already being used. Aggregated ITIS journey time data is being incorporated into Strat-e-gis and examined in relation to the emerging Merseyside Road Hierarchy and other existing data sets.
- 13.32. More technical detail is provided in Appendix 16.

14. THE ENHANCED PROGRAMME – MAJOR SCHEMES

14.1. The Merseyside Partners have identified a number of infrastructure proposals which would each cost more than £5m and so for LTP purposes are classified as Major Schemes.

14.2. The Merseyside Partners' major scheme proposals have resulted from an independent review undertaken in Spring 2005, which appraised 35 schemes against local, regional and national policies. This provided a prioritised list which included local road and rail based interventions together with schemes for which the majority of funding is expected to come from sources other than the LTP. Here we summarise:

- What these schemes are.
- How each scheme contributes to the overall long term strategy.
- The influence of regional transport prioritisation on the Merseyside programme scheme status.

Map 14.1 illustrates the location of the schemes described in this Chapter.

LTP Major Schemes – Work in Progress

14.3. A number of Major Schemes identified in LTP1 are well advanced in the implementation process. These are:

- Liverpool South Parkway. This is a new transport hub which replaces the existing facilities at Garston and Allerton. It will provide an interchange to local bus services and Liverpool John Lennon Airport. It is now under construction and opening is planned for Summer 2006.
- Merseytram Line 1. Linking Kirkby and Liverpool City Centre, Merseytram Line 1 provides a significant addition to the aim of creating a Single Integrated Public Transport Network. Connecting Objective 1 pathways areas and Strategic Investment Areas to the major new developments in Liverpool City Centre/Waterfront, Merseytram will provide an attractive alternative to car use for accessing employment, training, shops, and other amenities. (Text to come from Merseytravel).
- Blackbrook Diversion. This proposal for a bypass of a section of the A58 in St Helens will improve environmental conditions and road safety, relieve local congestion, and benefit regeneration proposals. It received Full Funding Approval in December 2005, started on site on 20 February 2006 and has a 15 month contract period.
- Edge Lane/Eastern Approaches (East & Central). Liverpool City Council is promoting enhancements to Edge Lane (East) and Edge Lane (Central). The Edge Lane (East) proposal has a principal aim of reducing the number of pedestrian casualties on Edge Lane between the M62 and Rathbone Road. The Edge Lane (Central) scheme comprises of junction improvements and environmental enhancement.

The cost of the total scheme is estimated at £17m but the intention is that both proposals will be financed through developer, regeneration and other local funding sources without recourse to LTP Major Scheme funding.

Regional Transport Prioritisation

14.4. There are currently many interacting forces influencing and shaping regional and Northern Way transport developments and investment.

14.5. Regional and Pan-Northern prioritisation of transport schemes and interventions has been completed through Regional Funding Allocation (RFA), Regional Transport Strategy (RTS) and Northern Way processes. The outcome of these three prioritisation processes has been the production of a list of transport schemes and interventions that will aim to deliver the objectives and actions of the Regional Spatial Strategy, Regional Economic Strategy, Regional Housing Strategy, Local Transport Plans and other sub-regional strategies, including the Liverpool City Region Development Plan and Merseyside Action Plan.

Regional Funding Allocations

14.6. As part of the devolving decision making agenda, for the first time, regional transport funding allocations for the three years up to and including 2007/08 have been published, along with indicative longer term planning assumptions for the period 2008/09 to 2015/16.

14.7. The total indicative North West allocation for transport for the period 2005/06 to 2015/16 is approximately £1,350 million. This covers capital funding for all major schemes (ie schemes costing £5million or more) submitted by local authorities through the local transport plan process and major Highways Agency schemes other than those on routes of strategic national importance.

14.8. Rail infrastructure projects in Merseyside were submitted for appraisal in the RFA prioritisation process but were not eligible for RFA funding. The Merseyside Partners will continue to seek funding for rail schemes which scored particularly highly in the Merseyside appraisal process.

Regional Transport Strategy

14.9. The Regional Transport Strategy within the Regional Spatial Strategy for the North West of England (The North West Plan) presents the region's priorities for major transport investment.

14.10. The full list of transport investment priorities within the RTS represents those major schemes and broad interventions in the North West which have regional significance and can be funded during the period to 2021.

Prioritisation of Merseyside Schemes

14.11. Over 100 schemes were appraised and prioritised by the RFA process, with 73 interventions by the RTS process. **(Need to include Table 1)**

- 14.12. Only the top quartile schemes have been recommended for funding by the Region through RFA Advice (North West Advice to Government). Six Merseyside schemes lie within this top quartile, four in the second quartile and five in the third. (see Table 1) Within the RTS prioritisation, six Merseyside interventions were placed in the top quartile and two were placed in the second quartile.

Northern Way RFA and CSR2007 Prioritisation

- 14.13. As part of the Northern Way Growth Strategy, transport interventions which could make a significant contribution to closing the £30 billion gap between the North and the rest of the UK, have been identified and prioritised to inform the RFA advice and Comprehensive Spending Review (CSR) 2007.
- 14.14. Access to the northern ports is identified as one of the top priorities and this currently includes two Merseyside schemes:
- (i) Road improvements for port and access (A5036) – Highways Agency. This scheme links to the Thornton-Switch Island improvement scheme – Sefton BC (see 14).
 - (ii) Olive Mount Chord rail scheme and associated gauge clearance – Merseytravel
- 14.15. A package of measures will be developed to improve port access and these interventions and schemes will then feed into the Northern Way CSR2007 advice.
- 14.16. The strategic fit and importance of the Merseyside schemes to sub-regional, regional and Northern Way strategies is identified in Table 2. All of the schemes are identified in a range of strategies and this demonstrates the wider context in which the LTP sits and the contribution of the LTP to sub-regional, regional pan-northern and national priorities and objectives.

Transport Innovation Fund

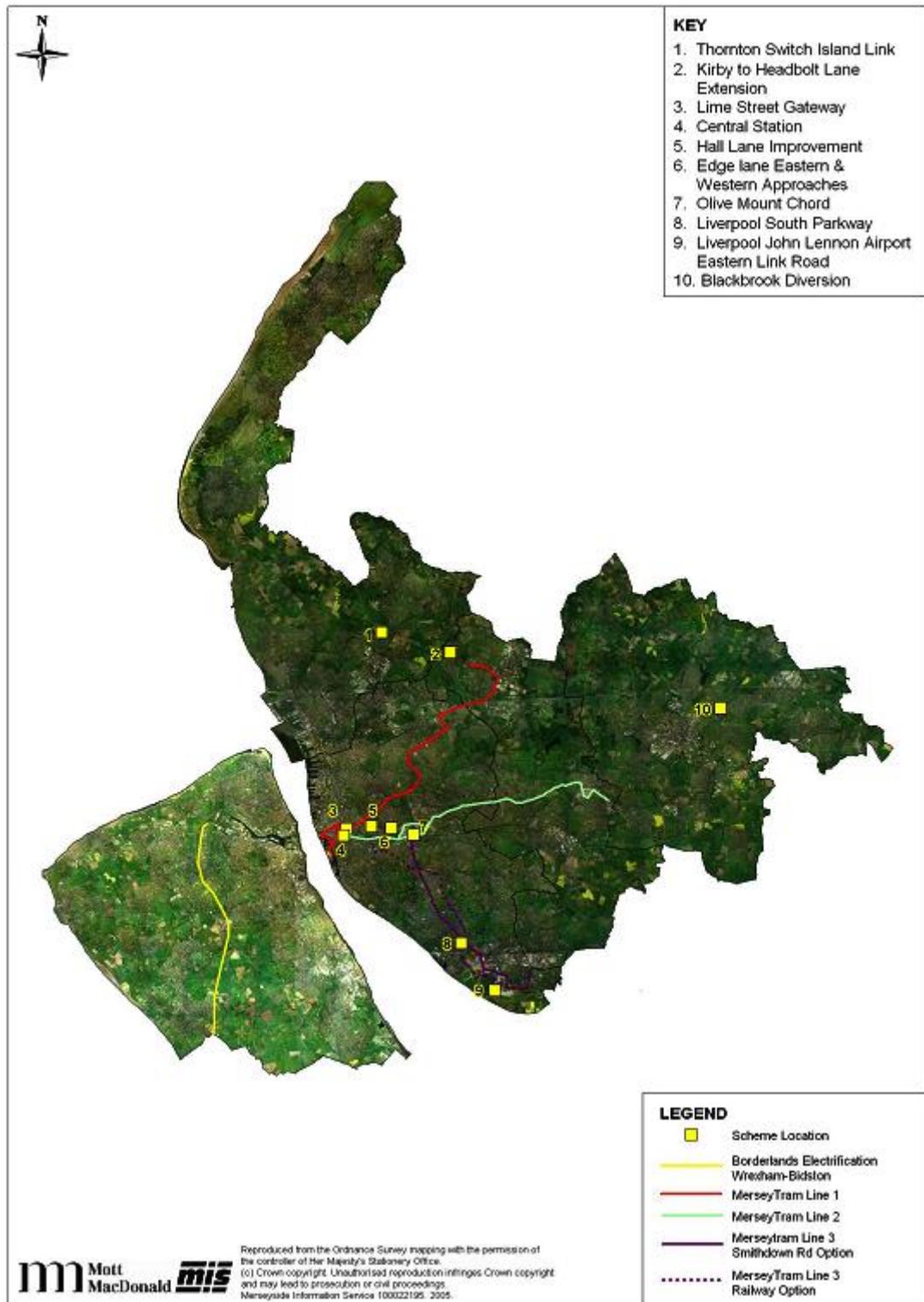
- 14.17. A Transport Innovation Fund (TIF) has been introduced by the Government as a major source of additional transport funding aimed at addressing specific Government objectives. It requires transport authorities to bid for funding and has begun with bids for 'pump-priming' funding in 2005/06 and 2006/07 but will lead up to an allocation nationally of up to £2billion per year by 2010/11.
- 14.18. Funding will only be available for schemes which support:
- the Government's drive to tackle road congestion through radical road charging and demand management initiatives;
 - the wider national productivity improvement agenda.
- 14.19. Congestion in Merseyside has not reached the level of many other conurbations where it can be seen to be constraining economic growth. At the moment therefore, road user charging would be likely to place more strain on Merseyside's nascent regeneration than congestion currently does and for this reason, charging for general road use is not regarded as a prudent option for Merseyside at present.

- 14.20. A TIF bid based on improving national productivity which centres on improving access to the nationally significant Mersey Ports, however, is being considered for a Merseyside TIF bid.

The Second LTP – Schemes Being Appraised

- 14.21. Following an independent review, we are currently examining a number of major investment schemes, that it considers could potentially bring substantial additional benefit to the LTP. These are shown in map 14.1.

Map 14-1: Proposed Major Schemes



Merseytram

14.22. Text to be supplied by Merseytravel

Rail

14.23. Rail use is growing in Merseyside and we have identified that further growth of rail use, including Park and Ride, will contribute to the attainment of its strategic objectives. In particular rail provides a sustainable alternative to car travel for longer distance car commuting and shopping/leisure trips particularly to Liverpool City Centre, both of which are forecast to grow significantly over the lifetime of LTP2. For rail to reach its maximum potential, enhancement of the existing Merseyrail network will be required. There is a concern that lack of capacity on the City Line, where powers to increase rail capacity may be limited, may constrain growth in the key eastern Corridor (see Chapter 4 for a fuller description of this position). Merseytravel is undertaking a number of studies to assess the business case for further expansion, of the network. This was described in Chapter 6.

Central Station

14.24. Merseytravel has identified a need to improve Central Station in Liverpool City Centre. Central Station is the busiest station on the Merseyrail network and the third busiest in the North West. It is an interchange between the Northern and Wirral Merseyrail lines and provides access to Liverpool city centre from Merseyrail stations extending into the wider city region, such as Chester, Ormskirk and beyond. It is the closest station to the major retail development within the Paradise Street Development Area development and this is anticipated to lead to a substantial growth in passengers throughput once the shopping centre opens. It is also expected to be well-used during the Capital of Culture year in 2008.

14.25. Merseytravel has developed proposals to improve facilities for existing users (generating time savings and quality benefits), and to make the station fully accessible to the mobility impaired. Currently Merseytravel has identified an initial package of measures which could be implemented prior to the Capital of Culture celebrations and events in 2008. Integration with proposed developments around the station have also been assessed.

14.26. Central Station is served only by the Merseyrail, network, for which, Merseytravel acts as the franchise controller. As outlined above, Merseytravel are also examining expansion of both the network and Park and Ride facilities, which together with the major redevelopment of the City Centre will further add to passenger growth. The strategy to expand the Merseyrail network and Park and Ride are key elements of the Merseyside congestion and air quality strategy. The scheme was placed at no 8 in the Merseyside LTP scoring system and whilst it was only placed in the second quartile in the RFA appraisal system, it is still regarded as very important to Merseyside and is considered suitable for funding as an LTP Major Scheme. Further technical, operational and economic and financial assessment, and discussion with the DfT will therefore continue.

Kirkby to Headbolt Lane Extension

14.27. Merseytravel is currently assessing the technical feasibility of extending the Merseyrail Electrics network northward by a mile from its terminus at Kirkby to a new station at Headbolt Lane, on the existing rail line between Kirkby and Wigan. The extension would extend the catchment of Merseyrail by serving a larger area of Kirkby than at present (namely the isolated estates of Tower Hill and Northwood where extensive housing redevelopment is taking place) and would provide for a new strategic

park and ride site. Provision of additional park and ride facilities is a central part of the Partners' long term strategy, providing an alternative to car travel into Liverpool City Centre thus bringing environmental and economic benefits.

- 14.28. Subject to the findings of the on-going work and then the subsequent assessment of the operational, financial and economic case, expected in summer 2006, discussions with the DfT and an assessment of all available funding sources, Merseytravel will consider whether the scheme is suitable to promote for LTP Major Scheme funding.

Borderlands Electrification (Wrexham-Bidston Line)

- 14.29. The potential to electrify some or all of the line south from Bidston to Wrexham was identified in LTP1. Such proposals offer the potential to integrate the line within the successful Merseyrail Electrics network and offer services directly to Liverpool City Centre. The proposal is intended to improve the connectivity of the line's catchment to Birkenhead and Liverpool, offering access to jobs and services as well as an alternative to car travel for those who currently make this journey. It will improve connectivity within the Wirral, particularly to Arrowe Park Hospital with new stations proposed at Woodchurch and Beechwood. It will also provide access to new employment opportunities in Deeside, Wales, the Wirral and Liverpool City Centre.

- 14.30. With its neighbouring authorities and the North Wales local authority consortium Taith, Merseytravel is currently studying the technical, operational, financial and economic case for electrifying the line, providing additional park and ride facilities and integrating services within the Merseyrail Electrics network. The study is expected to report in spring 2006. Subject to the findings of the study, the consideration of all available funding routes and discussions with the DfT, Merseytravel will consider whether the scheme is suitable to promote for LTP major scheme funding.

Reinstatement of Olive Mount Chord

- 14.31. The reinstatement of the Olive Mount Chord, a link between the Bootle branch and Chat Moss rail routes, would play a vital role in supporting sustainable freight growth at the Port of Liverpool, by supporting modal shift of imports and exports from lorry onto rail.

- 14.32. While there will be performance benefits for the local, inter-regional and inter-city passenger networks, the primary beneficiaries of this proposal will be rail freight. The importance of the Mersey Ports both to the region and to the Northern Way, have been set out in recent reports on improving access to the Ports. On current forecasts, it is estimated that the present line will be at operational capacity by 2010 forcing further growth onto road.

- 14.33. The necessary work involves a phased programme of gauge and capacity improvements, including the reinstatement of the missing Olive Mount Chord which necessitates complex locomotive reversing movements. The scheme was identified as a potential major LTP scheme, in view of its clear support for both city-region objectives and the emerging objectives of the LTP.

- 14.34. This project would make a direct contribution to the objective of managing traffic growth and in particular the transfer of freight from road to rail. The Port of Liverpool Strategic Transport Access Study estimated that the increased rail capacity could reduce the projected growth of port-generated HGV movements from 30% by 2016 to 12-14%. This is equivalent to 500,000 fewer HGV movements per annum. This clearly has significant benefits for the shared priorities of congestion and air quality and for associated mandatory and local targets outlined in the provisional plan.

- 14.35. Discussions are ongoing with Northern Way, about a possible start under their 'early wins' programme. A detailed cost estimate and business case are being developed. Subject to this being successful, a funding package for the complete scheme will be assembled by the Partners steering the project, but it is likely that this scheme will not be funded via the LTP Major Scheme route.

Lime Street Gateway

- 14.36. Liverpool Lime Street Station is Liverpool's terminal station for inter-city and inter-regional services besides accommodating many local services. The redevelopment of the station is stated as a high priority in the Liverpool City Region Development Plan (LCRDP). The station's links to the local transport network for the 30-40,000 passengers a day are poor and circuitous and circulatory capacity within the station is regarded by the Partners as insufficient for anticipated demand in 2008.
- 14.37. Working together, Network Rail, Liverpool Vision, Liverpool City Council, the train operators and Merseytravel have developed proposals for Lime Street Gateway. These consist of two related projects. The first addresses the need for substantial upgrade of passenger facilities within the station, improved circulation and better and more direct links to local buses. The second involves the demolition and replacement of Concourse House, the removal of the parade of shops adjoining the main station entrance, and the introduction of public realm works.

At present a package of proposals is being developed for implementation before the 2008 Capital of Culture year. It is believed that this can be funded through local sources, regeneration budgets and from commercial beneficiaries without recourse to Major Scheme funding.

Other Rail Proposals

- 14.38. Merseytravel is currently considering a number of other rail proposals that are longer term in nature. (They were described in Chapter 6) and development work on their technical, operational, economic and financial case will be undertaken during the LTP2 period. These include:
- Reinstatement of the Aintree Bootle Link.
 - Reinstatement of the St Helens Junction to St Helens Central.
 - Reintroduction of passenger services on the Edge Hill-Bootle Branch.

Road Schemes

- 14.39. The Merseyside highway authorities have developed a number of road improvement proposals. These proposals have been developed to relieve localised congestion, promote road safety and support economic regeneration opportunities.

Edge Lane/Eastern Approaches (West)

- 14.40. This road improvement on Edge Lane, the main route from the M62 to Liverpool City Centre, between Botanic Road and Hall Lane is being promoted by Liverpool Land Development Company (a joint NWDA, English Partnerships and Liverpool City Council body) in conjunction with Liverpool City Council. Along with further extensions to Edge Lane and Hall Lane, the NWDA recognises the economic importance of improving access along this corridor (see below). It aims to reduce traffic congestion and

community severance, improve the local town and streetscape and improve the accessibility of local businesses and communities. The scheme is also a vital part of the related regeneration project to support the delivery of the Housing Market Renewal Initiative.

- 14.41. This road improvement on Edge Lane, the main route from the M62 to Liverpool City Centre, between Botanic Road and Hall Lane is being promoted by Liverpool Land Development Company (a joint NWDA, English Partnerships and Liverpool City Council body) in conjunction with Liverpool City Council. Along with further extensions to Edge Lane and Hall Lane, the NWDA recognises the economic importance of improving access along this corridor (see below). It aims to reduce traffic congestion and community severance, improve the local town and streetscape and improve the accessibility of local businesses and communities. The scheme is also a vital part of the related regeneration project to support the delivery of the Housing Market Renewal Initiative. The scheme has received Provisional Approval and Orders have been made under the Highways Act and a CPO has also been published. These orders were the subject of a Public Inquiry in October 2005 but the inspectors decision is not expected before March 2006. The earliest start for the scheme would therefore be October 2006.

Hall Lane Strategic Gateway

- 14.42. Hall Lane is on the main signposted route from the M62 to Liverpool City Centre. Liverpool City Council is promoting the Hall Lane Improvement which would widen the available roadspace from single to dual carriageway in both directions between Edge Lane and Kensington. It would relieve a localised congestion as well as improving access to local employment sites and the Kensington New Deal for the Communities area. It forms part of the City Council's strategy to manage the circulation of traffic approaching the City Centre and is critical to the efficient movement of freight into and out of the city centre. The scheme will also support access to the Paradise Street Development Area within the city centre.

- 14.43. Liverpool City Council has secured Provisional Approval for this scheme and has made orders under the Highways Act and a CPO. However, these orders have to be subjected to a Public Inquiry before they can be confirmed by the Secretary of State. The Public Inquiry opened in October 2005 but had to be adjourned in November 2005 because many of the traffic assumptions are linked to the Merseytram Line 1 scheme and the letter from the Minister referred to in 14.6 may require a re-evaluation of these figures. For this reason the Public Inquiry has been adjourned until June 2006. The Merseyside partners remain committed to the delivery of this scheme as an LTP Major scheme. The NWDA recognise the economic importance of the corridor and it complements their existing investment in Edge Lane, and supports their policy of improving strategic access to the regions urban centres on the motorway network, and access to the conurbation cores. It also appears in the first quartile in the Regional Funding Allocation appraisal process.

Edge Lane/Eastern Approaches (East & Central)

- 14.44. Liverpool City Council is promoting enhancements to Edge Lane (East) and Edge Lane (Central). The Edge Lane (East) proposal has a principal aim of reducing the number of pedestrian casualties on Edge Lane between the M62 and Rathbone Road. The Edge Lane (Central) scheme comprises of junction improvements and environmental enhancement.
- 14.45. It is currently envisaged that both proposals will be financed through developer, regeneration and other local funding sources without recourse to LTP Major Scheme funding.

Thornton-Switch Island Link

- 14.46. Sefton Metropolitan Borough Council has been assessing a single carriageway link road from Switch Island to A565 Southport Road. The scheme is intended to relieve congestion on the A5036 Trunk Road, Green Lane, Lydiate Lane and the Northern Perimeter Road and lead to local environmental improvements. It will also improve access to Southport and the ports.
- 14.47. The scheme is now likely to be reviewed in the light of considering improved access to the Mersey Ports at Seaforth, considered to be a priority by the Northern Way initiative. Policies in support of Port development are anticipated from the NWDA.
- 14.48. Further work on the technical specification of the scheme and its economic case needs to be undertaken before a Major Scheme funding bid can be made. Such a bid is anticipated in the LTP2 period.

Liverpool John Lennon Airport Eastern Link Road

- 14.49. The masterplan for Liverpool John Lennon Airport has identified that a new link road from the A5300/A562 junction will improve access to/from the Airport and thus help facilitate the Airport's growth while reducing any congestion problems such growth may bring. This scheme has been described in Chapter 7 and it is anticipated that this proposal will be funded by the private-sector and appropriate public funding sources, but financed with no recourse to LTP or Major Scheme funding.

Emerging Major Schemes**City Centre Low Emission Zone**

- 14.50. Studies by a specialist consultant have identified and quantified the effect of a series of interventions on the current AQMA which covers much of Liverpool City Centre. Several initiatives can be seen to have a positive effect on air quality but the most effective would be the introduction of a Low Emission Zone (LEZ) to include the AQMA. Consideration of this option is still at an early stage but will continue, and if pursued, it is estimated it will cost in the region of £40m and would therefore need to be considered for major scheme funding.

Intelligent Transport System

- 14.51. Work has been progressing, initially based around Liverpool, to develop an intelligent transport system capable of helping the Merseyside Partners and the Highways Agency to fulfil their duties under the Traffic Management Act and improve conditions for the transport of people and goods in the Greater Merseyside Region.

The strategic goals of such a system would be to:

- (a) maintain and enhance the vitality and prosperity of the Region as a retail, commercial, employment and leisure centre;
- (b) improve the operation, efficiency and effectiveness of its strategic road network;
- (c) improve the quality and reliability of traffic and travel information to stakeholders, the public and media;
- (d) improve the safety of all road users;

- (e) reduce delays to road users generally and during planned and unplanned events;
- (f) reduce the impact of road based transport on the environment.

The details of the scheme are still being discussed with potential partners but the total cost involved is likely to be between £5m and £10m.

Access to Mersey Ports

The regional and national importance of the Mersey Ports has been confirmed through the port studies commissioned by both the NWDA and Northern Way. The reports identify specific shortfalls in access provision over the coming years. Schemes have been developed to overcome some of these shortfalls (eg A5036 improvements – HA, Switch Island – Thornton – Sefton, Olive Mount Chord – Merseytravel). However the Mersey ports are composed of various separate sites which range from Seaforth Docks (Sefton) to Garston (Liverpool) and Birkenhead (Wirral). Each contributes to the overall service offer and each has access limitations which could constrain the desired growth and regeneration potential. A comprehensive package of access improvements will be developed to deliver the necessary capacity, balanced between road and rail, which will support the growth of Mersey ports in a sustainable manner.

Highways Agency Proposals

14.52. There are a number of road improvements in Merseyside being promoted by the Highways Agency. While these will be funded by the Highways Agency each will contribute to the attainment of the Partners' long term strategy and their LTP objectives. These are:

- Switch Island Highway Improvement – this scheme is to improve the M57/M58/A5036/A59 junction at Switch Island. It will reduce congestion, improve pedestrian and cycle facilities, reduce air and noise pollution and reduce accidents. Draft Orders for the scheme were published by the Highway Agency in August 2004.
- Tarbock Interchange M62 Junction 6 Improvements – design work is currently underway to reduce congestion at the M62/M57 junction. This junction regularly experiences traffic blocking back onto the M62. As well as reducing congestion with consequent economic and environmental benefits, it will improve road safety. Improvements at Junction 6 would improve road access to the Airport and the Port from the M62.
- M56/A5117 Queensferry Road – also known as the A5117 Deeside Park Junctions Improvements, this proposal would enhance the A550/A5117 between Deeside Park and the M56. It would involve grade separating three junctions. Draft Orders were published by the Highways Agency in March 2005. The scheme is intended to reduce congestion, improve safety and improve facilities for pedestrians, as well as promote local regeneration.
- Bidston Moss Viaduct M53 junction 1 - The Highways Agency is working with Wirral Council and Mersey Tunnels to determine the optimum improvement for this strategic highway structure which is currently subject to a 3 tonne weight restriction. It is imperative that funding will be made available to both Wirral and the Highways Authority in order to co-ordinate the jointly funded scheme when appropriate **(further details are contained in Chapter 12)**.

Proposals in Neighbouring Authorities

14.53. There are a number of other proposals in neighbouring authorities which are supported by the Merseyside Partners as it is considered they will contribute to the long term vision and the LTP2 objectives. These are:

- The Mersey Gateway: A second Mersey Crossing at Runcorn.
 - This scheme is being promoted by Halton District Council. It will relieve congestion on the existing Silver Jubilee Bridge, a key access route to Merseyside and is seen by the Merseyside Partners as important for promoting regeneration in Merseyside and in particular, in improving surface access to Liverpool John Lennon Airport.
- Ormskirk Bypass.
 - Lancashire County Council is currently developing the technical and economic case for a bypass of Ormskirk. Poor local access is considered a significant barrier to the revitalisation of Southport. By relieving congestion on the A570, the Merseyside Partners consider that a bypass will improve accessibility to Southport and assist with Southport's aspiration to create a classic resort.

14.54. The Partners also support examining a number of possible longer term rail proposals:

- Restoration of the Burscough Curves.
 - This will offer the potential for rail services to run from Southport to Liverpool via Ormskirk and Southport to Preston. Working with neighbouring authorities, Merseytravel will support the development of the operational, technical, financial and economic case for restoration of the Burscough Curves and the introduction of new rail services. Subject to the findings of such work, Merseytravel will work with its neighbours to promote the preferred option.
- Restoration of the Halton Curve.
 - A proposal to reinstate a double-track link between the Warrington to Chester Line and the West Coast Main Line. It would facilitate new passenger services to run from North Wales/Chester to Liverpool Lime Street via Liverpool South Parkway. This scheme is located within Halton but the majority of the benefits come to Merseyside. Merseytravel will therefore act as the client for this scheme and work with Halton and its other partners to develop the technical, operational and financial and economic case for the restoration of the curve.

14.55. Besides the Major schemes described above, we believe that we can achieve our aim and objectives more quickly by an enhanced package of measures, funded from the Integrated Block. We will develop these proposals for the full LTP in March 2006, but potential programme areas, include;

- Additional measures to support Capital of Culture in 2008.
- Renewing lighting on the M62.

- Increased support for Park and Ride.

| Scheme | Delivery Agency | Scheme Type | Funding Mechanism | Likely Start Date | RFA Quartiles | RFA Funding £m | RTS Quartiles | Merseyside LTP Prioritisation |
|---|---|---------------------|--|-------------------|---------------|----------------|---------------|--|
| Bidston Moss Viaduct | Highways Agency / Wirral / Merseytravel | Maintenance/Upgrade | RFA | 2010/11 | Q1 | 46 | Q1 | 7 |
| Edge Lane (West) / Eastern Approaches | Liverpool City Council (LCC) | Highway | RFA | 2006/07 | Q1 | 14.1 | | No ranking due to provisional funding approval |
| Hall Lane Strategic Gateway | Liverpool City Council | Highway | RFA | 2006/07 | Q1 | 12.3 | | 6 |
| Merseytram Line 1 | Merseytravel | Public Transport | RFA | 2006/07 | Q1 | 170 | | No ranking due to provisional funding approval |
| Thornton Switch Island Link | Sefton MBC | Highway | RFA | 2009/10 | Q1 | 9.3 | | 12 |
| Liverpool Central Station | Merseytravel | Public Transport | RFA | 2010/11 | Q2 | 9.8 | Q1 | 8 |
| Merseytram Line 2 | Merseytravel | Public Transport | RFA | 2007/08 | Q2 | 359.1 | Q1 | 1 |
| Olive Mount Chord + Capacity Enhancements | Merseytravel / Network Rail | Rail | RFA / Northern Way | 2007/08 | Q2 | | Q2 | 5 |
| St Helens Central - Junction Rail Link | Merseytravel / Network Rail | Rail | Unknown | 2008/09 | Q2 | | | 18 |
| Merseytram Line 3 | Merseytravel | Public Transport | RFA | 2008/09 | Q3 | | Q1 | 4 |
| Sandhills Lane Link | Liverpool City Council | Highway | RFA | | Q3 | 8 | | 20 |
| Kirkby Headbolt Lane Rail Extension | Merseytravel / Network Rail | Rail | Unknown | | Q3 | | | 2 |
| Bootle - Aintree - Edge Hill Link | Merseytravel / Network Rail | Rail | Unknown | | Q3 | | | 21 |
| Bordelands Electrification | Merseytravel / Network Rail / Cheshire CC | Rail | Unknown | 2010/11 | Q4 | | Q1 | 11 |
| Lime Street Gateway | English Partnerships / Liverpool Vision / LCC / Merseytravel / Network Rail | Public Transport | Regeneration Monies / LTP Integrated Block | 2006/07 | | | Q1 | N.A. |

| Scheme | Delivery Agency | Scheme Type | Funding Mechanism | Likely Start Date | RFA Quartiles | RFA Funding £m | RTS Quartiles | Merseyside LTP Prioritisation |
|---|------------------------|-------------|-----------------------------|-------------------|---------------|----------------|---------------|-------------------------------|
| Edge Lane/Eastern Approaches (East & Central) | Liverpool City Council | Highway | NWDA / LTP Integrated Block | 2006/07 | | | | N/A |
| Liverpool Airport Link Road | Peel Holdings | Highway | Private | 2007/08 | | | Q2 | 9 |
| Access to Port of Liverpool | Highways Agency | Highway | RFA | 2015/16 | Q1 | 45 | | |
| Switch Island Improvements | Highways Agency | Highway | HA Monies | 2005/06 | | | | 10 |
| Tarbock Interchange M62 Jct 6 | Highways Agency | Highway | HA Monies | 2008/09 | | | | 13 |

| Scheme | Promoting Authority | Scheme Type | RFA | RTS | RES | CRDP Action Plan | Northern Way |
|---|---------------------------|---------------------|-----|-----|-----|------------------|--------------|
| Bidston Moss Viaduct | Merseyside | Maintenance/Upgrade | ✓ | ✓ | | ✓ | |
| Bootle - Aintree - Edge Hill Link | Merseyside | Rail | ✓ | | ✓ | ✓ | ✓ |
| Bordelands Electrification | Merseyside | Rail | ✓ | ✓ | ✓ | ✓ | ✓ |
| Edge Lane/Eastern Approaches (West) | Merseyside | Highway | ✓ | | ✓ | ✓ | |
| Edge Lane/Eastern Approaches (East & Central) | Merseyside | Highway | | ✓ | ✓ | ✓ | |
| Hall Lane Strategic Gateway | Merseyside | Highway | ✓ | | ✓ | ✓ | |
| Kirkby Headbolt Lane | Merseyside | Rail | ✓ | | ✓ | ✓ | ✓ |
| Lime Street Gateway | Merseyside | Rail | | ✓ | ✓ | ✓ | ✓ |
| Liverpool Central Station | Merseyside | Rail | ✓ | ✓ | ✓ | ✓ | ✓ |
| Merseytram Line 1 | Merseyside | Public Transport | ✓ | | ✓ | ✓ | ✓ |
| Merseytram Line 2 | Merseyside | Public Transport | ✓ | ✓ | ✓ | ✓ | ✓ |
| Merseytram Line 3 | Merseyside | Public Transport | ✓ | ✓ | ✓ | ✓ | ✓ |
| Olive Mount Chord + Capacity Enhancements | Merseyside | Rail | ✓ | ✓ | ✓ | ✓ | ✓ |
| Sandhills Lane Link | Merseyside | Highway | ✓ | | | ✓ | |
| St Helens Central - Junction Link | Merseyside | Rail | ✓ | | ✓ | ✓ | ✓ |
| Thornton Switch Island Link | Merseyside | Highway | ✓ | | ✓ | ✓ | |
| Liverpool Airport Link Road | Peel | Highway | | ✓ | ✓ | ✓ | ✓ |
| Access to Port of Liverpool | Highways Agency | Highway | ✓ | ✓ | ✓ | ✓ | ✓ |
| Switch Island Improvements | Highways Agency | Highway | | | ✓ | ✓ | |
| Tarbock Interchange M62 Jct 6 | Highways Agency | Highway | | | ✓ | ✓ | ✓ |
| M56/A5117 Queensferry Road | Highways Agency | Highway | | ✓ | ✓ | ✓ | |
| Ditton Strategic Rail Freight Park | Halton MBC | Rail | ✓ | | ✓ | ✓ | |
| Halton Curve | Halton MBC | Rail | ✓ | ✓ | ✓ | ✓ | ✓ |
| Mersey Gateway | Halton MBC | Highway | ✓ | ✓ | ✓ | ✓ | ✓ |
| Silver Jubilee Bridge Maintenance | Halton MBC | Maintenance/Upgrade | ✓ | ✓ | ✓ | ✓ | |
| Burscough Curves | Lancashire County Council | Rail | | | | ✓ | ✓ |
| Ormskirk Bypass | Lancashire County Council | Highway | ✓ | ✓ | | ✓ | |

LOCAL TRANSPORT PLAN – GLOSSARY OF TERMS

| | |
|-------|---|
| ACL | Advanced Vehicle Location Technology |
| AQAP | Air Quality Action Plan |
| AQMA | Air Quality Management Area |
| ASAS | Airport Surface Access Strategy |
| BESS | Business Employment and Support Strategy |
| CATCH | Clean Accessible Transport for Community Health |
| CCMS | City Centre Movement Strategy |
| CDRP | Crime and Disorder Reduction Partnership |
| CRDP | City Region Development Plan |
| DDA | Disability Discrimination Act |
| DRT | Demand Responsive Transport |
| ERDF | European Regional Development Fund |
| GIS | Geographic Information System |
| GONW | Government Office for the North West |
| GVA | Gross Value Added |
| HAMP | Highways Asset Management Plan |
| HIA | Health Impact Assessment |
| HMRI | Housing Market Renewal Initiative |
| IRIS | Incident Reporting System |
| ITS | Intelligent Transport Systems |
| JCP | Jobcentre Plus |
| JET | Job, Education and Training Centre |
| KSI | Killed or Seriously Injured |
| LCR | Liverpool City Region |
| LCRDP | Liverpool City Region Development Plan |
| LDF | Local Development Framework |
| LEZ | Low Emissions Zone |
| LIFT | Local Improvement Finance Trust |
| LJLA | Liverpool John Lennon Airport |
| LPA | Local Planning Authority |
| LSC | Learning and Skills Council |
| LSP | Local Strategic Partnership |
| MDA | Mersey Dee Alliance |
| MDHC | Mersey Docks and Harbour Company |
| MER | Merseyside Economic Review |
| MESAP | Merseyside Economic Strategy |
| MPTG | Merseyside Pathways Transport Group |
| MSIO | Merseyside Social Inclusion Observatory |

| | |
|-------|--|
| MTTS | Merseyside Taxi Training Strategy |
| NETA | North European Trade Axis |
| NRF | Neighbourhood Renewal Funding |
| NTC | Neighbourhood Travel Co-ordinator |
| NWDA | North West Development Agency |
| NWRA | North West Regional Assembly |
| ODPM | Office of the Deputy Prime Minister |
| ONS | Office of National Statistics |
| PCT | Primary Care Trust |
| PNR | Private Non Residential |
| PSDA | Paradise Street Development Area |
| QBC | Quality Bus Contract |
| RES | Regional Economic Strategy |
| ROW | Rights of Way |
| ROWIP | Rights of Way Improvement Plan |
| RSS | Regional Spatial Strategy |
| RTI | Real Time Information |
| RTS | Regional Transport Strategy |
| RUH | Road User Hierarchy |
| SA | Sustainability Appraisal |
| SAP | Strategic Accessibility Partnership |
| SEA | Strategic Environmental Assessment |
| SIA | Strategic Investment Areas |
| SIPTN | Single Integrated Public Transport Network |
| SMS | Short Message System |
| SPD | Supplementary Planning Document |
| SRB | Single Regeneration Budget |
| STAR | Strategic Area Review |
| STM | Strategic Transport Model |
| SVD | Selective Vehicle Detection |
| TAMP | Transport Asset Management Plan |
| TMA | Traffic Management Act |
| TMP | The Mersey Partnership |
| TTRO | Temporary Traffic Regulation Order |
| UDP | Unitary Development Plan |
| USA | Update and Screening of Air Quality |
| UTMC | Urban Traffic Management Control |
| VMS | Variable Message Signing |

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Further Information



This report, alongside a wide range of information on the Local Transport Plan and transport in Merseyside is available on the Merseyside Local Transport Plan website:
www.transportmerseyside.org

We can also offer a range of options, eg. presentations, braille, audiotape, large print. Please contact the Corporate Strategy Department at Merseytravel, tel: 0151 227 5181.

If you would like further information on the Merseyside APR in an alternative language, then please tick the relevant box.

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|---|--------------------------|---------|
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