



FOREWORD

FROM THE MERSEYSIDE STRATEGIC TRANSPORTATION AND PLANNING COMMITTEE (MSTPC)

The advent of the Government's 1998 White Paper on Transport signalled a new era in transport policy. At the heart of the White Paper was the concept of integration:

“We want transport to contribute to our quality of life, not detract from it. The way forward is through an integrated transport policy. By this we mean integration within and between different types of transport - that each contributes its full potential and people can move easily between them; integration with the environment - so that our transport choices support a better environment; and integration with land use planning - so that transport helps to make a fairer, more inclusive society”.

Following publication of the White Paper, Local Authorities and Passenger Transport Executives (PTEs) in the UK were asked to prepare Local Transport Plans setting out a 10 year Transport Strategy and within it a 5 Year Plan for transport investment and improvement.

On Merseyside, with the benefit of Objective 1 funding the last 5 years has seen considerable investment in transport - in April this year the region was awarded Centre of Excellence status by the Government for its public transport improvements. But much still remains to be done. Over the next seven years, Merseyside is once again classified as an Objective 1 area and is eligible for over £800 million of grant support. In addition Liverpool Vision provides a focus for the regeneration of Liverpool City Centre. The growing role of the ports and airport are also recognised as is Merseyside's role within the wider North West region.

In this context, the Local Transport Plan, and in particular the first five year programme, presents a major opportunity to co-ordinate transport investment to achieve the regeneration vision for Merseyside and the objectives that we have set for the LTP - **to ensure**

Transport Plan and our aim of building a transport system to rival any in Europe.

INCLUSIVE, SUSTAINABLE REGENERATION

and to provide

OPPORTUNITIES FOR ALL

*who live and work in, or
visit Merseyside.*

This Local Transport Plan provides full details of the programme including the role that the Local Authorities, Merseytravel and other organisations and interest groups have played in its development. Most importantly, it highlights the role the public of Merseyside has had in shaping the Strategy. This has resulted in a set of targets and performance indicators which will be used as a measure of success and as a means for on-going public participation in the development and implementation of our Local



STATEMENT OF SUPPORT

All of the Partners recognise the need to ensure that we meet, through the delivery of INCLUSIVE and SUSTAINABLE REGENERATION, the overarching Vision for Merseyside as :

“A world class city region that attracts people to live, work, invest and visit.”

which can boast the following key assets:

- A thriving City Centre;
- Increasingly prosperous town and district centres;

- A wide range of employment opportunities;
- Low levels of crime and disorder;
- High quality housing and infrastructure; and
- Healthier, inclusive and self-sustaining communities.

To this aim the Local Transport Plan for Merseyside will develop a fully integrated and sustainable transport network through a balanced package of measures, including:

- A single integrated public transport network which “puts the passenger first”;
- Improved access for ALL the community across Merseyside;

- Improved safety and security on the transport network;
- Measures to improve access to key facilities and employment opportunities;
- Improved pedestrian and cycling opportunities;
- Better freight routes; and
- Improved maintenance of our road network, lighting and car parks.

The Partners all fully endorse the LTP and will, as far as possible, support the actions required to deliver the programme over the next five years.



EXECUTIVE SUMMARY

INTRODUCTION

The Government's Transport White Paper "A New Deal for Transport: Better for Everyone", set out a new agenda for integrated transport planning. A direct result of this is the requirement to produce a Local Transport Plan (LTP) covering a 5 year period (2001/2 - 2005/6).

On Merseyside this task has been undertaken by the five local authorities (Liverpool, Knowsley, Sefton, St Helens and Wirral) and Merseytravel (the Passenger Transport Executive and Authority). These partners have developed the LTP by undertaking extensive research and studies and a comprehensive public participation and consultation programme. The LTP is also the result of a series of partnerships with operators and interest groups led by the Integrated Transport Forum.

THE OPPORTUNITY

The aim of the LTP is to present an ambitious but affordable and realistic programme which will maximise the benefit of a series of opportunities that are available to Merseyside over the

next 5-10 years. These are:

- *Merseyside's continuing Objective 1 status for European funding to aid regeneration of the region;*
- *Other funding opportunities including Single Regeneration Budget (SRB), and Kensington New Deal;*
- *Liverpool Vision - a regeneration company established following publication of the Urban Taskforce Report on Urban Renaissance, which aims to regenerate Liverpool City Centre;*
- *Developments in Merseyside's Ports including a new facility at Twelve Quays on the Wirral;*
- *The continuing expansion of Liverpool Airport;*
- *The Government's Transport Bill which will place LTPs on a statutory footing and support improvements for buses and the railways;*
- *Re-franchising of the Merseyrail Electrics network; and*
- *New investment in the local bus network.*

The LTP has been developed to play a complementary role to the wider aims of the Objective 1 programme to regenerate Merseyside. This programme results from a series of economic, social and environmental problems facing the region. The Objective 1 Single Programming document has established the following

vision:

"A world-class city-region that attracts people to live, work, invest and visit."

Emphasising its complementary role the LTP's vision statement states:

"The aim of the Plan is to develop a fully integrated and sustainable transport network for Merseyside, which supports economic, social and environmental regeneration and ensures good access for all in the community."

To meet this aim the LTP has four main objectives:

- *To ensure that transport supports sustainable economic development and regeneration*
- *To moderate the upward trend in car use and secure a shift to more sustainable forms of transport such as walking, cycling and public transport*
- *To secure the most efficient and effective use of the existing transport network*
- *To enhance the quality of life of those who live, work in, and visit Merseyside*

THE CHALLENGE

In April 2000 Merseyside was awarded Centre of Excellence status for public transport by the Government in recognition of the developments and investment in the network over the last 5 years. However, much remains to be done. Bus passenger journeys have declined and the quality of the local rail network is falling despite increased passenger numbers. The partners' research shows a high dependency on public transport with over 40% of households having no access to a car.

The partners have produced a Road Traffic Reduction Act report which forecasts increases in traffic of over 30% over the next 10 years. This will result from traffic growing from its current low base and the traffic that will be generated by the increased economic activity associated with the Region's regeneration programme. As part of this programme, a series of Strategic Spatial Development Areas (SSDAs) have been identified as the focus for investment and creation of new jobs. These include the Ports (Liverpool, Garston, Twelve Quays) and the expansion of freight traffic through the Region. In total a further 56,500 new jobs are forecast to be created as a result of the regeneration programme.

THE TRANSPORT STRATEGY

In order to address the challenges outlined above, the partners have reviewed a range of top-level Transport Strategy alternatives focusing on Environment; (unconstrained) Development; or a balanced approach to Regeneration. Following application of the Government's key appraisal criteria (Economy, Environment, Safety, Accessibility & Integration) the partners selected a Transport Strategy to promote Sustainable, Inclusive Regeneration that would offer Opportunities for All. This was judged to best meet the objectives of the LTP and the wider Strategic Vision for Merseyside.

PROGRESS THROUGH PARTNERSHIP

The partners have developed the LTP with the involvement of a wide range of stakeholders and interest groups including operators, the Police, Highways Agency, Chamber of Commerce, Environment groups, the Women's Forum, Advisory and Access Panels, representatives of the 38 Objective 1 Pathways areas and other community groups on Merseyside.

In addition, an extensive public consultation and participation programme has also been used to identify the key issues and themes to be incorporated within the LTP. The programme has included the distribution of newsletters and questionnaires, a series of exhibitions and presentations, and a web-site for information. Focus groups and on-street surveys were also used. In addition, the proposals for Liverpool City Centre were also the subject of a separate questionnaire survey and exhibition.

STRATEGY DEVELOPMENT

The overall strategy developed by the partners proposes a package of measures to aid regeneration and control the anticipated growth in traffic. This will be achieved through the following measures:

- *provide a single integrated high quality public transport network*
- *provide a demand management strategy to control traffic flows by monitoring and increasing the efficiency of the existing road networks*
- *provide a network of strategic signing and other measures to support efficient freight movements*
- *provide a programme of management and promotional initiatives to promote the use of more efficient forms of transport and reduce the need to travel*

A road user hierarchy has been defined for freight and general traffic which serves the main centres, ports and

SSDAs; and for public transport which serves the City, Town and District Centres and improves linkages between the Pathway areas and SSDAs.

The LTP Strategy consists of:

- COUNTY-WIDE MEASURES;
- CENTRE AND CORRIDOR PROPOSALS; AND
- MAJOR SCHEMES.

THE 10 YEAR STRATEGY

A long term 10 year transport strategy has been developed to provide a transport system to equal the best in Europe. The strategy includes:

- implementation of the Centre of Excellence programme.
- a fully integrated public transport system including a network-wide series of improvements to the Merseyrail network following franchising including new trains, station enhancements and new service and punctuality standards. Extensions of the network in Woodchurch, St Helens and Kirkby with new and refurbished stations will be proposed together with improvements to the service on the City Lines at Lime St to Allerton.
- A 3 line LRT network to complement the existing heavy rail network.
- An extensive network of high quality bus services to SMART standards including good quality infrastructure, trained staff, real time information, operating with high levels of segregation to meet agreed reliability and punctuality targets.
- Countywide interchange facilities.
- An airport access strategy maximising the use of public transport by its employees and passengers.
- A comprehensive improvement to

Liverpool City Centre including Lime St Gateway and improved links to the Waterfront. There will be Clear Zones where appropriate. This work will be undertaken in close co-operation with the regeneration company, Liverpool Vision.

- Improvements for cyclists across Merseyside including a comprehensive network of dedicated cycle routes, secure parking in the centres, at rail stations, interchanges and other suitable locations.

- A pedestrian-friendly programme giving more priority to Home Zones in residential areas and Clear Zones to protect conservation areas or other sensitive locations.

- High quality infrastructure as a result of a co-ordinated programme of principal road maintenance, bridge strengthening and lighting improvements across Merseyside. This initiative will also contribute to road safety targets.

- An expanding role for sustainable freight movements, and designated freight routes to and from the Port of Liverpool, Garston Docks and the new roll on/roll off facilities in Bootle and at Twelve Quays.

- Improvements to regional and national links with the new West Coast Main Line rail services to London Euston, improved rail links to Manchester and an expanding choice of destinations served by Liverpool Airport. The Mersey Belt Linkages Study will be a complementary strategy to assist this part of the process.

- Expanded and more frequent ferry connections with the Isle of Man, Belfast and Dublin.

- Increased travel awareness and the reduction of crime and the fear of crime through the TravelWise and TravelSafe initiatives. Partners will

develop Commuter Travel Plans, Safer Routes to Schools and Health Action Zone initiatives.

- An integrated land use and transport strategy for sustainable freight distribution; investment in rail and road improvements to further improve access and environmental conditions; promoting freight transfer from road to rail with new intermodal facilities and a particular focus on new Port-related development opportunities.

- Improved access to the City Centre from the M62 and to the Ports and Airport as part of the NorthWest Regional transport strategy.

The long term strategy will ensure that all Merseyside Centres become focal points for new development, better local services and community and neighbourhood facilities served by an accessible single integrated public transport network.

THE FIVE YEAR PLAN

Within the 10 year strategy a package of measures has been identified which forms the 5 year Local Transport Plan. Key elements described in the plans are:

- Development of the bus network - 15 new Quality Bus Corridors

- Development of the rail network - 25 station upgrades, underground station enhancements

- Improvements to interchange - 15 new interchanges

- Improvements to information use and provision - 1000 new 'Local Information Maps'

- A walking strategy - Merseyside-wide improvements

- A cycling strategy - Comprehensive

cycle routes and other measures

- Improvements to road safety and urban safety management
- Improvements to the Urban Traffic Control network
- Road maintenance proposals
- Freight proposals building on the Merseyside freight study

Four major schemes are proposed in the LTP:

- The first line of the 3 line LRT network*
- Allerton Interchange*
- Hall Lane improvements*
- Liverpool central station improvements*

The Local Transport Plan bid to implement the full range of proposals is £310 million for the five year period (2001/02-2005/06). This will be supported by "matched" funding from other sources estimated to total £182 million. In the first year of the LTP, the amount of the bid is £47 million with "matched" funding of £23 million.

Finally, the LTP includes a comprehensive section on targets and performance indicators, which will be progressed together with the Best Value performance plans to produce an annual update on progress in delivering the LTP. The partners have developed these performance indicators and targets to link them with all the LTP components.

MERSEYSIDE - A CENTRE OF EXCELLENCE FOR TRANSPORT PLANNING

As part of this LTP submission, the partners have included a bid to be awarded "Centre of Excellence" status for Transport Planning. The bid highlights the progress made with the LTP and sets out a programme of promotional activities designed to disseminate best practice.

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The following information can be provided in alternative formats on request.

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INTRODUCTION

BACKGROUND - GOVERNMENT TRANSPORT POLICY

The introduction of five-year Local Transport Plans (LTPs) was announced by the Government in the White Paper "A New Deal for Transport : Better for Everyone" published in July 1998. The White Paper sets out the need to develop an integrated transport policy with a focus on the following over-arching objectives:

- To protect and enhance the built and natural environment.
- To improve safety for all travellers
- To contribute to an efficient economy, and to support sustainable economic growth in appropriate locations.
- To promote accessibility to everyday facilities for all, especially those without a car, and
- To promote the integration of all forms of transport and land use planning, leading to a better, more efficient transport system.

The Merseyside Local Transport Plan provides the local response to these over-arching objectives by setting out

the Plan in the context of the wider Merseyside regeneration initiatives which are targetting improvements in a wide range of policy areas including:

- *Environmental improvements*
- *Job creation and training initiatives*
- *Social inclusion initiatives*
- *Health*

Since last July the Merseyside local authorities - shown in Figure 1.1 (Liverpool, Knowsley, Sefton, St. Helens and Wirral) and Merseytravel (the public transport executive/authority) have been working to produce the full Merseyside Local Transport Plan for Merseyside which contains:

- *A 10 year Transport Strategy for Merseyside covering all forms of travel, including freight movements;*
- *A 5 year Plan for investment in a wide range of measures covering 2001/02 to 2005/06.*

THE OPPORTUNITY FOR MERSEYSIDE

There is now a growing focus and impetus on addressing Merseyside's problems and ensuring that regeneration takes place. Over the next 5-10 years there are a series of opportunities for Merseyside which, if

co-ordinated, will lead to a significant improvement in the economic wealth, social health and environmental wellbeing of the region.

The Opportunities

- Merseyside's continuing Objective 1 status means that over £800 million is available to support a wide range of employment, training and infrastructure investment projects across the Strategic Spatial Development Areas (SSDA's) and pathways areas between 2000-2006.
- Merseyside has made bids for three major Single Regeneration Budget (SRB) funded projects for Liverpool City Centre, Wirral Waterfront and South Sefton.
- Liverpool Vision - an urban regeneration company - has been formed following the report by the Urban Taskforce "Towards an Urban Renaissance". Liverpool Vision's role is to develop and co-ordinate a major regeneration strategy for Liverpool City Centre - several major developments are planned including proposals for 1 million sq. ft of new retail and leisure space; the City Centre Living programme - converting unwanted office space into modern residential apartments; and major investment in the Waterfront.
- Developments in the Ports facilities, including new roll-on roll-off facilities at Twelve Quays on the Wirral, which will serve the growing trade

and passenger links with Ireland.

- The extension of the existing terminal and construction of a new terminal at Liverpool Airport to accommodate growth to over 2 million passengers per year with a focus on the rapidly expanding budget travel and charter markets.
- The Government's Transport Bill - which is soon to become an Act of Parliament, which will place Local Transport Plans on a statutory footing and will encourage Quality Partnership Agreements between Local Authorities, Passenger Transport Executives (PTEs) and Bus operators to ensure improvements to bus networks, and the creation of the Strategic Rail Authority to impose quality standards on train operating companies.
- The Merseyrail network is a key asset for Merseyside providing an extensive urban rail system featuring five underground rail stations. Outside London, only Newcastle and Glasgow have comparable underground systems. However, the network requires significant investment to improve the quality of the system and its performance. The opportunity to address these issues occurs early in 2001 when the current Merseyrail Electrics franchise is due for renewal. Other franchises including the Trans-Pennine services are also due for early renewal.
- Earlier this year, MTL, the operator of Merseyrail and the majority of Merseyside's buses, was sold to Arriva one of the largest public transport operators in the UK. Already Arriva are investing in over 100 new buses to replace many of the out-of-date vehicles still seen in Merseyside. Other operators are also investing in fleet replacement.

Given these opportunities and the need for action and investment over the next five years, the Local Transport Plan is presented at two levels: the first, the overview and presentation of the long-term Transport Strategy, linked to wider policy themes. The second level is a set of more detailed proposals and schemes which will allow an immediate start to the implementation of the LTP programme.

MERSEYSIDE'S STRATEGIC VISION

A wide set of agencies are responsible for the way in which Merseyside will develop over the next 10 years. These agencies include the Government Office for the North West (GONW) and the North West Development Agency (NWDA) - which emphasises Merseyside's important regional functions and connections with the rest of the UK and indeed Europe.

Given the low economic base coupled with the social and environmental problems faced by Merseyside, the emphasis for the next 10 years is on regeneration that is inclusive - providing benefits for all sectors of the community - and sustainable - ensuring that the actions, projects and programmes can be implemented without harming future generations.

The need for regeneration - new developments, job creation, training and education - has been the core focus of the Objective 1 Single Programming Document, which sets the framework for the regeneration programme over the next seven years.

“A world class city-region that attracts people to live, work, invest and visit”.

“The aim of the Plan is to develop a fully integrated and sustainable transport network for Merseyside, which supports economic, social and environmental regeneration and ensures good access for all in the community.”

OBJECTIVE 1 STATUS - EUROPEAN FUNDING SUPPORT

In parallel to the LTP, the Merseyside region has been classified again as an Objective 1 area by the European Commission and is, as a result, eligible for development funds to aid the regeneration of the Region over the next 7 years.

The European funding is targeted forwards the 38 designated “Pathway Areas” which are particular areas of social need within Merseyside along with a series of new focal points for employment initiatives (the Strategic Spatial Development areas (SSDA's)) which have also been identified. Again, the LTP has been developed to ensure that transport provision is of the highest quality to serve these areas to ensure OPPORTUNITIES FOR ALL who live in, work in or visit Merseyside.

- to improve the economy of Merseyside and the wealth generation activity of its residents and businesses;
- to increase the employment and the prosperity of the people of Merseyside;
- to raise educational attainment and skills levels;
- to reduce economic and social disparities within Merseyside, build sustainable neighbourhoods and ensure equality of opportunity for all Merseyside people and communities; and
- to create an environment for growth that will stimulate economic activity, and which capitalises on the unique natural character and architectural, historic, cultural and sporting heritage of Merseyside to create a premier European city-region.

ensures good access for all in the community.”

The Objective 1 programme contains a wide range of initiatives to meet these aims and is forecast to create 56,500 additional jobs over the programme period.

MERSEYSIDE'S REGENERATION VISION

The Objective 1 Single Programming Document for Merseyside for 2000-2006 has adopted the following vision:

“A world class city-region that attracts people to live, work, invest and visit”.

Supporting this vision are the following aims:

MERSEYSIDE'S LOCAL TRANSPORT PLAN

To support the wider Merseyside Vision and its objectives, the Local Transport Plan has its own, complementary, Vision Statement and set of objectives.

The Local Transport Plan vision statement:

“The aim of the Plan is to develop a fully integrated and sustainable transport network for Merseyside, which supports economic, social and environmental regeneration and

The Local Transport Plan Objectives

To meet the aim of the LTP, four main objectives have been set:

- 1: To ensure that transport supports sustainable economic development and regeneration.**
- 2: To moderate the upward trend in car use and secure a shift to more sustainable forms of transport such as walking, cycling and public transport.**
- 3: To secure the most efficient and effective use of the existing transport network.**
- 4: To enhance the quality of life of those who live and work in, and visit Merseyside.**

have identified a range of key themes that run through all aspects of the strategy:

- *The need to raise and maintain the standards and quality of the transport network;*
- *The need to incorporate safety and security measures for all transport users;*
- *Inclusiveness and accessibility for all; and*
- *A focus on sustainable improvements that will bring long-term environmental gains.*

The Partnership approach has helped frame an LTP that is relevant to the needs of Merseyside. The aim now is to continue the process through to the implementation of measures contained in the strategy and in the monitoring of the performance of the Plan.

Passenger First" and the need for a single integrated Public Transport Network and Merseyside's continuing focus on major centres and corridors as part of a fully integrated Transport Network.

In developing these themes the following technical studies have been completed and used to inform the full LTP Strategy:

- *Interchange Strategy*
- *Park & Ride Strategy*
- *Freight Strategy*
- *Liverpool City Centre Movement Strategy*
- *Mersey Belt Linkages Strategy*
- *Road Traffic Reduction Act report*
- *Health Impact Assessment*

The Centres & Corridors theme has been addressed through the comprehensive application of a Road User Hierarchy that has been applied across the county. This has defined the most appropriate hierarchy of users - walking, cycling, public transport, traffic and freight - for each centre and corridor.

To support the Centres & Corridors approach a comprehensive review of public transport options has also been undertaken. This covered bus priorities, SMART, Intermediate modes (guided bus, trolleybus), Light Rail Transit (LRT) and heavy rail options within each centre and corridor. Complementary

PROGRESS THROUGH PARTNERSHIP

The LTP Strategy presented in this document is the end result of a comprehensive partnership programme that has involved a wide range of stakeholders, businesses, interest groups and representatives of the local community. A series of news sheets, a web-site, exhibitions and questionnaires have been used to encourage contributions to the emerging strategy. Through this process, Merseytravel, the Local Authorities and key stakeholders

SUMMARY OF PROGRESS SINCE THE PROVISIONAL LOCAL TRANSPORT PLAN

The Provisional LTP (PLTP), submitted to GO-NW/DETR in July 1999, forms the basis of the full LTP presented in this document. The PLTP established the need for the strategy to address issues of environment, accessibility, safety and security, and inclusiveness as part of a wider objective of supporting Merseyside's regeneration initiatives. Themes that were introduced at that stage included "Putting the

demand management, walking, cycling and parking measures have also been reviewed to develop integrated packages of measures which in combination form the Strategy presented in the Local Transport Plan.

These are presented in three categories - County-wide Measures, Centre & Corridor-specific proposals and Major Schemes (>£5 million) that, in combination, are required to meet the objectives set for the LTP.

MAJOR SCHEMES

In the PLTP four major schemes were advocated:

- *Merseyside Rapid Transit*
- *Allerton Interchange*
- *Hall Lane Area Improvements*
- *Birkenhead Town Centre Link*

Each of these schemes has been the subject of further comprehensive review and now have the following status within the Full Local Transport Plan:

- **Merseyside Rapid Transit** - the county-wide review of centres & corridors and the comprehensive review of public transport options has concluded that rapid transit is required, as part of the Single Integrated Public Transport Network to provide high quality, sustainable public transport in the major non-rail corridors in Eastern Liverpool. Therefore, a rapid transit system is retained in the full LTP. A three-line network is proposed, radiating from the city centre to serve pathways communities and link with Objective 1 SSDAs. In Liverpool City Centre, itself a significant SSDA, the rapid transit system will be integrated with other elements of the Movement Strategy (rail, bus, ferry interchange, pedestrian priority areas) and provide key links between Lime Street Gateway, the city centre core, including major new retail development proposals and the Waterfront.

The selected technology for the rapid transit network is Light Rail Transit (LRT), and replaces the previous trolleybus option, as it is a proven technology in commercial service; is available from a wide range of manufacturers; provides environmental benefits as it is electrically-powered; is proven to be of a quality to attract car users; can be used as part of a wider package to aid regeneration particularly within the SSDAs; and will improve journey times and accessibility as part of the wider Single Integrated Public Transport Network.

- **Allerton Interchange** - the proposal for this major multi-modal interchange in South Liverpool has been reassessed and is considered to still meet the objectives of the LTP, particularly in supporting regional connections to Merseyside and aiding access to the Speke - Garston area, including Liverpool Airport.
- **Hall Lane Area Improvement** - This is a major scheme providing a new link to bypass Hall Lane in Liverpool, which now forms a part of the wider Liverpool Vision Strategy and the City Centre Movement Strategy. This is one of the main 'gateways' to Liverpool City Centre and is on the strategic freight route from the M62 via Edge Lane. The scheme will help improve the Kensington New Deal area, makes specific provision for pedestrians and cyclists, and will yield environmental benefits and opportunities for bus priority on parallel roads. It also brings development opportunities at the nearby Liverpool University and Royal Hospital.
- **Birkenhead Town Centre Link** - following a review of the scheme a smaller-scale set of traffic management measures has been developed as part of an integrated package for Birkenhead Town

Centre. Consequently, the scheme as previously defined, is no longer to be pursued as a Major Scheme within the Full LTP.

PRIVATE SECTOR FUNDED PROJECTS

The PLTP listed three private sector funded projects:

- *The re-use of the Waterloo Tunnel on a "commercial" route linking the M62 to Liverpool North Docks area;*
- *The Liverpool Electric Tram System Project; and*
- *The Central Railway project.*

The PLTP stated "all are at early stages of development and would need to go through a number of statutory requirements before they could proceed. The Partners are of the view that these projects are worthy of more detailed assessment to demonstrate their compliance with the LTP Strategy and objectives. This would require a robust business plan and environmental statement to be prepared".

The current status of each project is as follows:

- **Waterloo Tunnel** - The project would provide a link between the M62 and Liverpool North Docks. Detailed studies have been undertaken on the Waterloo Link covering engineering, environment, regeneration and traffic issues. The findings of the Feasibility Study have confirmed that the construction of a link would be technically feasible and would have regeneration benefits for the city and greater Merseyside. However, it is evident from the studies that without substantial constraints on the surface network that the "commercial and freight traffic only" option would generate insufficient toll revenue to fund the total project. A substantial amount of public sector funding would be required.

During the course of the study, a modified proposition was put forward by the private sector promoter. This would consist of:

- *Use of the tolled tunnel by all traffic;*
- *A link from the M62 to the city centre;*
- *Extensive demand management measures on*

routes parallel to the M62 - Waterloo Tunnel route;

◊ *A partnership between the private sector and the public sector to enable financing of the project (i.e. the project would need to be adopted as a Major Scheme within the LTP).*

Although the technical development work on the project has been considerable, it is considered premature to include the project within the LTP, as it has not been established that the project, in its revised form, fits with the objectives of the City Centre Movement Strategy and the Freight Strategy. Consequently, the Waterloo Tunnel project is not included in the 5 Year Local Transport Plan. This does not preclude further development work on the project as part of a transportation and land use solution to the eastern approaches, with the proviso that it must demonstrate that it meets with the objectives of the LTP Strategy.

◊ **The Liverpool Electric Tram System (LETS)** project proposed a four-line light rail network with lines from Liverpool City Centre to Speke; Croxteth; and Woodchurch (Wirral) and an orbital route on Queen's Drive. The 48km system would be introduced through outline and full planning permission, within the 5 Year LTP period. The promoters propose that the scheme is wholly private funded, although they would seek public funds to aid their investment programme. LETS submitted documents outlining their proposals in March 2000. Following a review, considerable correspondence with LETS has taken place to

establish further details of their proposals including capital & operating costs, demand and revenue assumptions and journey time (run-time) forecasts, all of which would form inputs to the business plan for the project. These details have not been provided by LETS. Consequently, the Partners have been unable to reach a conclusion on the robustness of the business case for LETS.

In addition, the Partners have concerns regarding the proposed means of securing powers to build the system, the timescale for its construction and whether the programme is achievable. Also, insufficient detail has been supplied by LETS to explain how the scheme would be wholly private sector funded without any public sector inputs.

On this basis, the LETS project is not included in the Full Local Transport Plan. This does not preclude the promoter from undertaking further development work if they wish to promote the scheme as a longer-term option with the proviso that it must demonstrate that it meets the objectives of the LTP strategy. However, it should be noted that LRT, but not the specific LETS tram technology, is to be promoted by the Partners as an integral part of the LTP. Subject to progress with the Partners' LRT project, tender documents would be issued seeking competitive bids for the design, construction and operation of the first line of the LRT system during the 5 year LTP period.

◊ **The Central Railways Project** proposal for a Lille to Liverpool freight scheme is a wholly

privately financed funded and promoted project, which was briefly previewed in the Provisional Local Transport Plan. The scheme would have to be subject to detailed consultation and its progression is dependent upon suitable powers being sought and gained via a Transport & Works Act Order. Because of the complexity of the scheme as planned, it is likely to be regarded as a scheme of National Significance by the Secretary of State and thus subject to detailed consideration by Parliament. In view of this, the Central Railways proposal, if it progresses, is likely to come forward beyond year 5 of the Local Transport Plan.

OTHER PLTP ISSUES

The Partners have taken careful note of the settlement letter issued by GONW in December 1999, and in particular, the comments regarding road space reallocation. Examples of **"INTEGRATED SOLUTIONS"** are presented in the LTP to highlight the approach to providing comprehensive designs that incorporate demand management measures.

STRUCTURE OF THE LTP DOCUMENT

The LTP is presented in five sections:

SECTION 1:

Introduction

SECTION 2:

Problem Identification and Opportunities

SECTION 3:

Strategy Development

SECTION 4:

Delivering the Strategy

SECTION 5:

Measuring Progress & Hitting Key Targets

SECTION 2 addresses the problems facing Merseyside including the wider regeneration agenda and the relative decline in public transport usage, and increasing traffic levels and freight movements in the Merseyside region. The section highlights the need for action and investment, within the next five years in particular, and identifies the complementary policy initiatives that are being addressed concurrently:

- *The Regional Planning Guidance and Regional Transport Strategy*

- *The Merseyside European - funding Objective 1 programme*
- *The Liverpool Vision initiative in Liverpool City Centre, and other single regeneration Bid (SRB) areas; and*
- *The updating and replacement of the Unitary Development Plans for the five Merseyside districts (Liverpool, Knowsley, Sefton, St. Helens and Wirral).*

The section sets out the Vision for Merseyside over the next 10 years and establishes a complementary and supporting transport-related Vision for the Local Transport Plan. Four main objectives (related to the Government's own over-arching objectives) are then presented, through which it is intended that the LTP vision will be delivered.

SECTION 3 provides the background to the development of the Plan including details of how the various alternatives have been analysed. Alternative strategies are then presented, concluding that the LTP must support **INCLUSIVE, SUSTAINABLE REGENERATION** if it is to succeed. Having established the basis of the strategy, the section continues by outlining a series of key themes; an overview of the 10 Year Transport Strategy and the immediate 5 Year Plan which the Partners agree is deliverable. The section includes examples of **INTEGRATED SOLUTIONS** that are proposed as key parts of the Plan. The section concludes with details of the components of the Plan including a

range of county-wide measures, specific proposals for Merseyside's centres and major corridors of movement and a list of major schemes (each costing over £5 million) that are considered essential to fully meet the objectives of the LTP.

SECTION 4 presents the Implementation Programme for the 5 year LTP period (2001/02 - 2005/06) including details of the funding requirements.

The section also includes details of how the Plan will be delivered with the arrangements for each component, and with a particular emphasis on the first year of the Plan.

SECTION 5 covers the Targets that have been set for the Plan and the headline performance indicators that will be used to measure the progress of the Plan and the monitoring of its performance.

A CENTRE OF EXCELLENCE IN TRANSPORT PLANNING: *Merseyside's Bid*

INTRODUCTION

The Merseyside Local Transport Plan Partners (Merseytravel, Liverpool, Knowsley, Sefton, St. Helens and Wirral) wish Merseyside to be considered for designation as a Centre of Excellence in Transport Planning.

THE FULLY INTEGRATED APPROACH

The Merseyside LTP, the longer term 10 Year Transport Strategy and the wider Merseyside Vision represent an example of a fully integrated approach to transport planning which:

- *Fully meets the Government's over-arching objectives for integrated transport policy*
- *Sets the objectives in the context of specific issues that effect Merseyside*
- *Is fully integrated with wider policy initiatives:*
 - *The Objective 1 regeneration programme*
 - *The Liverpool Vision*
 - *The SRB projects across Merseyside*
 - *The updating of the five Unitary Development Plans for each authority*
 - *The North West Regional Strategy*
- *Includes innovative measures such as the development of Health Impact Assessments, Health Action Zones and the Development of Clear Zones.*

THE IMPORTANCE OF PUBLIC PARTICIPATION

The LTP has been produced with the full involvement and support of a wide cross section of stakeholders and interest groups. Its development has also involved an extensive public participation exercise involving community groups, questionnaires, focus groups, seminars, exhibitions and a web site to ensure that the LTP

is developed for the people of Merseyside by the people of Merseyside.

Highlights of this inclusive approach are the Integrated Transport Forum which has helped steer the development of the LTP; the Merseyside Strategic Transportation and Planning Committee; Merseyside's designation, in April 2000, as a Centre of Excellence for Public Transport; and Merseyside's countywide Bus Quality Partnership Agreement which was signed in July 2000, three months ahead of programme.

PARTNERSHIPS

The Bus Quality Partnership Agreement is the first step towards a wider single, integrated Public Transport Quality Partnership Agreement that will cover all public transport modes and traffic management agencies and car park operators.

At a detailed level, as part of Merseyside's Bus Strategy, corridor-level agreements will also be developed to cover:

- *Bus reliability and punctuality targets for commercial operators - linked to legally binding corridor - level proposals*
- *Bus age, quality, cleanliness, driver standards*
- *Corridor-based information & timetables (as part of "Merseyside Connects" county-wide information strategy)*
- *Links with the Merseyside Interchange Strategy*
- *Links with City, Town and District centres programmes*
- *Links with Objective 1 Strategic Spatial Development Area (SSDA)/Pathway programmes*

AN INTEGRATED LOCAL TRANSPORT PLAN

The Partners have developed a Local Transport Plan that meets the needs of the Merseyside region and which focuses on the major centres and corridors, and in particular includes proposals to aid the regeneration of Liverpool City Centre, the Ports and Airport and the EU Objective 1 Strategic Spatial Development areas. This comprehensive approach with strong links to wider land use, regeneration, health and social inclusion policies will ensure that Merseyside's LTP is fully integrated and provides OPPORTUNITIES FOR ALL.

TARGETS AND MONITORING

To ensure its success the LTP contains a series of targets and performance indicators for each component of the Plan. These will form the basis of the Merseyside LTP Annual Monitor, which will be published to highlight progress with the implementation of the Plan.

PROMOTIONAL ACTIVITIES

The Partners' approach to providing fully integrated transport functions is through the "INTEGRATED SOLUTIONS" contained in the LTP along with the "MERSEYSIDE CONNECTIONS" Multi-modal Information Strategy. These elements will be highlighted by the Partners as examples of Best Practice, and will form the basis of their promotional activities as part of the Centre of Excellence initiative with a series of information packs, workshops and a web-site to disseminate information to other practitioners in the UK, the rest of Europe and elsewhere to demonstrate how transport provision assists in the creation of a World-class City Region.



THE STRATEGIC CONTEXT

It is important that the LTP Strategy takes account of all the relevant Strategic Guidance to enable it to be consistent with Regional, National and European Policy

EUROPEAN AND NATIONAL ISSUES

The wider policy context for the new Local Transport Plan for Merseyside is set by the following key European and UK Strategies including:

- European Spatial Development Perspective.
- The Citizens' Network - the European Commission's 'blue print' for better public transport.
- EU Urban Policy Paper.
- A Better Quality of Life - The UK Sustainable Development Strategy.
- Towards an Urban Renaissance - report of the Urban Task Force.
- "A New Deal for Transport: Better for Everyone" The UK Government's White Paper on the Future of Transport accompanied by its various 'daughter documents'.
- 'Saving Lives: Our Healthier Nation': The UK Government's White Paper on Health.
- Disability Discrimination Act.
- National Air Quality Strategy.
- Road Traffic Reduction Act 1997.
- Transport Bill.
- The Government's 10 Year Plan for Transport.
- The Environment Act 1995.
- The Royal Commission on Environmental Pollution 1998.
- Railtrack's Network Management Statement.
- New Deal for Trunk Roads in England.

The Port of Liverpool is the gateway of a Trans European Network (TEN) to Ireland and beyond to North America. This is a key economic engine for the region and strategic transport links are vital to the continuing economic regeneration of the Mersey Region.

TRANSPORT BILL

As well as the Transport White Paper 'A New Deal for Transport: Better for Everyone' published in 1998, the Merseyside Local Transport Plan will be strongly influenced by the new Transport Bill which is currently before Parliament.

This covers new legislation for Local Transport, Road User Charging and Work Place parking charges, Railways and National Air Traffic Control.

The Bill when enacted will provide wider powers for local authorities, will inter alia, make LTPs statutory documents and encourage Bus Quality Partnership agreements.

THE GOVERNMENT'S TEN YEAR PLAN FOR TRANSPORT

The Merseyside Local Transport Plan is complementary to the Government's 10 Year Transport Plan setting out a longer term national programme for transport to the year 2010.

The Plan is intended to offer a more stable climate for investment in transport for the public and private sectors.

The Plan features the following elements:

- Targets
- Technology
- European Benchmarking
- Public and Private Partnership

REGIONAL ISSUES

Key regional policies include:

Regional Planning Guidance

The Merseyside local authorities and Merseytravel are working with the North West Regional Assembly and other regional partners, to develop a revised Regional Planning Guidance (RPG) for the North West, which incorporates a Regional Transport Strategy. It is expected that a draft RPG will be issued for public consultation in late Summer 2000, after the Merseyside LTP has been submitted for approval. The Merseyside LTP is, however, consistent with both the existing RPG13 and emerging RPG.

The emerging RPG aims "to promote sustainability in future patterns of regional development, growth and change". This is taken forward through six key themes, which underpin all RPG policies:

- *Prudent management of the region's environmental and cultural assets;*
- *Achieving greater economic competitiveness and growth, with associated social progress;*
- *Securing an urban renaissance in the cities and towns of the North West;*
- *Sustaining the region's rural, peripheral and coastal communities;*
- *Physical regeneration and environmental improvement, and;*
- *Creating an accessible region.*

To incorporate a Regional Transport Strategy, RPG will set out policies for transport, priority schemes and regional car parking standards. The emerging RPG is likely to include the following schemes as regional priorities:

- *West Coast Mainline Upgrade*
- *Improvements to Trans-Pennine rail routes*
- *Development of a network of major passenger interchanges*

- Development of a network of inter-modal freight interchanges
- Development of the Merseyside strategic bus network
- Development of the Merseyside LRT network
- Access improvements to Liverpool and Manchester Airports
- Access improvements to the Port of Liverpool
- Regionally significant proposals arising from the Mersey Belt Linkages Study

The Regional Strategy

The Merseyside LTP has also taken into account the North West Regional Development Agency's Regional Strategy. This sets out a vision for the North West, to create a region which:

- Attracts and retains the skilled and talented.
- Brings everyone into the mainstream of community life.
- Nurtures its environment, heritage and culture.
- Kindles creativity, innovation and competitiveness.
- Transforms its image.
- Strengthens its infrastructure.
- And is naturally on the short list for new investment

Merseyside's North West regional context is shown in Figure 2.1

A central theme of the Regional Strategy is to promote urban renaissance in the region, and the Mersey Belt, linking Merseyside and Greater Manchester, is a Priority Regeneration Area.

Liverpool City Centre (alongside East Manchester) is considered a Regional Regeneration Challenge, on the basis of the problems it faces, its potential for reshaping the future of Merseyside sub-region and its contribution to the wealth of the North West.

The Regional Strategy also sets out aims for strengthening communications. Proposals include:

- Pressing for improved West Coast Mainline passenger services.
- Urging national improvements in rail freight capacity.
- Supporting investment proposals for "piggyback" rail freight and the Central Railway proposal.
- Investigating a new regional intermodal freight facility at the Parkside colliery site.
- Encouraging the development of local passenger rail services.
- Pursuing Integrated Public Transport Solutions.
- Supporting Airport Expansion.
- Encouraging Port expansion by recognising the pivotal role of the Port of Liverpool and pressing for recognition of the need for further growth in UK, Irish and EU policies.
- Pressing for action to improve access to the Mersey Crossing at Runcorn and Liverpool Docks and City Centre from the M62 (including any necessary capacity improvements to Junction 6).

ACTION FOR SUSTAINABILITY

The North West Regional Assembly and the Government Office for the North West, together with other regional stakeholders and partners, are developing a Regional Sustainable Development Framework for the Region. Action For Sustainability, (AFS) aims to enhance the decisions and choices made in the North West to place sustainable development at the heart of the Region's future. It is based on the four principles of the UK Strategy for Sustainable Development, with the key areas where real improvements can be made being:

- High and sustainable levels of growth and employment.
- Social progress which meets the needs of everyone.
- Effective protection of the environment.
- Prudent use of natural resources.

AFS includes an Action Plan, which sets out headline objectives under the headings of the four principles mentioned above. These objectives include:

- To reduce the need to travel and improve choice and use of sustainable transport modes.
- To increase the level of investment in and use of rail and water freight transport.
- To protect, or where necessary, improve local air quality.
- To improve access to basic goods, services and amenities.

The Merseyside Local Transport Plan aims to support the achievement of these headline objectives, and has integrated sustainability throughout the strategy, objectives and strategy appraisal.

MERSEYSIDE POLICY FRAMEWORK

The key Merseyside strategies impacting on the Merseyside LTP include:

Merseyside Objective One Programme 2000-06

The Objective One Partnership has the objective of Merseyside being "A World-Class City-Region that attracts people to live, work, invest and visit". To achieve this objective the aims for the Programme are:

1. To improve the economy of Merseyside and the wealth generation activity of its residents and businesses through the creation of a competitive knowledge driven economy focused on growth, higher

skills, entrepreneurship and world class management skills.

2. To increase employment and the prosperity of the people of Merseyside to a level closer to the rest of the North West.
3. To raise education attainment and skills levels through the creation of an active, effective and inclusive lifelong learning community.
4. To create an environment for growth that will stimulate economic activity, and which capitalises on the unique character and architectural, historic, cultural and sporting heritage of Merseyside to create a premier European city-region.
5. To reduce economic and social disparities within Merseyside, build sustainable neighbourhoods and ensure equality of opportunity for all Merseyside people and communities.

The framework promotes:

- ◊ A high quality, integrated, safe and sustainable transport system to provide better access to Merseyside and within it;
- ◊ The most effective possible contribution from transport to economic, social and environmental regeneration.
- ◊ Sustainable urban form, including compact, mixed use neighbourhoods, to ensure easy access by walking, cycling and public transport to jobs and facilities and to reduce the need to travel.
- ◊ Improvement in public transport links across the conurbation particularly on key bus and rail corridors.
- ◊ Improvements to local walkways and cycleways.
- ◊ The Transport priorities of the Merseyside and Halton LTPs, and the Regional Strategy.

THE STRATEGIC PLANNING FRAMEWORK FOR GREATER MERSEYSIDE

The Merseyside local authorities, together with Halton Borough Council, have developed an interim Strategic Planning Framework for the conurbation. The principal purpose of this non- statutory document was to input a positive statement to the process of reviewing RPG, but the Framework also aimed to set out a land use planning context for the LTP. It complements other work by the local authorities to integrate the LTP with Unitary Development Plans at a local level.

The Framework states:

“The focus of strategic planning in Greater Merseyside will be on the sustainable regeneration of the urban area, by encompassing the range of social, economic and physical measures required to create sustainable patterns of development and travel.”

OTHER KEY LOCAL POLICIES

Other key local policies, which will have an influence on implementation of the Local Transport Plan, include:

- ◊ The Unitary Development Plans (land use plans for each of the five Merseyside district authorities).
- ◊ Liverpool Vision.
- ◊ Liverpool First.
- ◊ Local Agenda 21 strategies.
- ◊ Merseyside Health Action Zone.
- ◊ Education Action Zones.
- ◊ Air Quality Management Plans.
- ◊ Crime Reduction Plans.
- ◊ Health Improvement Programmes.
- ◊ Disability Discrimination Act implementation.
- ◊ Single Regeneration Budget Programmes and other local regeneration strategies, particularly the New Deal for Communities programme in Kensington.
- ◊ Employment Services.

LIVERPOOL VISION

A key element in the urban renaissance

PIER HEAD

of Merseyside is the regeneration of Liverpool City Centre. Following the publication of the Government's Urban Task Force Report in 1999 entitled 'Towards an Urban Renaissance'; Liverpool was chosen as a pioneer city for an Urban Regeneration Company (URC), Liverpool Vision. The Regeneration Company has been tasked with boosting wealth, investment and sustainable job creation in the City centre. All of this will lead to new and greater demands for travel, which must be managed as well as catered for.

Liverpool Vision has produced a Strategy Framework for the regeneration of Liverpool City Centre which will provide the framework for regeneration over the next eight years. Up to £1.4 billion of improvements have been proposed leading up to the 800th anniversary of the city's charter in 2007, and Liverpool's bid for European Capital of Culture status in 2008.

Liverpool Vision have identified the following Strategic Objectives as a focus for City Centre regeneration over the next eight years:

- ◊ *Transform the Pier Head into a world-class urban environment that reinforces its function as a key City Centre Gateway and visitor destination.*
- ◊ *Create a world-class business exchange providing the appropriate space and environment for new and existing businesses to flourish.*
- ◊ *Establish critical linkages within the historic core by creating a mixed-use urban environment and quality public realm.*
- ◊ *Reinforce the Cultural Quarter as a cultural destination and Lime Street as a quality Gateway to the city.*
- ◊ *Deliver a step-change in the Liverpool retail offer by extending the main retail area of the City Centre.*
- ◊ *Develop the King's Dock into a world-class leisure and family entertainment facility.*
- ◊ *Encourage the Hope Street Charter as a key cultural resource for the city and the region.*
- ◊ *Raise the international profile of Liverpool by maximising its cultural strength and assets.*
- ◊ *Implement a balanced movement strategy that delivers an approachable and accessible City Centre for all.*
- ◊ *Deliver a unique high-quality public realm that unifies the City Centre.*
- ◊ *Ensure that all sectors of the community are engaged and involved throughout the implementation of the Strategic Framework.*
- ◊ *Reinforce City Centre communities by making the most of current and future City Centre opportunities so that social disparities between communities are eradicated.*
- ◊ *Develop and attract competitive businesses, building on existing City Centre key sectors and clusters, whilst developing and responding to new opportunities particularly the knowledge-based economy.*

LIVERPOOL FIRST

Liverpool First has been developed by the Liverpool Partnership Forum as a comprehensive 10-year programme of integrated action covering the whole of the City. Liverpool First is a comprehensive management strategy designed to guide the regeneration of the City of Liverpool.

Liverpool First seeks to deliver a long term and sustainable regeneration of the City of Liverpool through:

- ◊ *Implementing a long term strategy.*
- ◊ *Extending regeneration work into main programmes and budgets.*
- ◊ *Providing a strategic framework for establishing the goals and priorities of all the organisations that work in the City.*



NATURE OF THE CHALLENGE

The transport network plays an important role in satisfying economic and social needs, by giving people access to services, goods, activities and opportunities.

Within Merseyside it has a particular role to play in addressing the economic, social and environmental regeneration of the area.

But it also creates and contributes to other issues such as:

- Road safety
- Pollution
- Congestion
- Health
- Social inclusion

This section outlines the key issues that must be addressed in developing the LTP Strategy.

THE ECONOMIC CONTEXT

Over the past twenty years the economy of Merseyside has undergone a period of decline and change, posing substantial challenges to business, the public sector and local communities. Merseyside is the poorest urban area in the UK with low economic activity rates, below average business survival rates, very high levels of unemployment and long term unemployment, low domestic incomes and educational and skill levels well below those of the NW region. Partly due to the lack of employment opportunities, Merseyside's resident population has continued to decline. Structural decline in high employment industries over many years has contributed to this picture of Merseyside, which has encouraged a persistent negative image of the area in the UK.

Figures 2.2-2.4 illustrate Merseyside's population distribution, unemployment levels, and levels of social deprivation.

The Merseyside Economic Assessment (Cambridge Econometrics, May 1999) suggests that the 1994-99 Objective 1 Programme significantly slowed the continuing relative decline between Merseyside and the UK average, but that the differential was not closed. It is the overriding objective of the next Objective One Programme to reverse the decline.

There are strengths in the Merseyside economy upon which a substantial recovery can be based. The area has a resident population of 1.42m, and a population of 1.93m within a 30-minute catchment of Liverpool City Centre. Merseyside is the home to a number of world class companies, to three major Higher Education Institutions, and to companies in key growth sectors, including automotive, food manufacturing, construction, pharmaceutical and environmental technology. Tourism represents 2.5% of GDP and has the potential to double visitor spend and jobs created; the creative and cultural sectors (largely based in Liverpool City Centre) also have strong growth potential.

Merseyside has been granted Objective 1 status by the EU for a second period, and over £800m has been allocated to support the 2000 - 2006 Programme. The eligibility for redesignation of Objective 1 status for Merseyside was determined by the 1996 GDP figures, which indicated that the Merseyside GDP per head was 73.1% of the EU average. (Below 75% is the eligibility criteria for Objective 1 status).

OBJECTIVE ONE FUNDING: - The new Single Programming Document (SPD)

The new Single Programming Document focuses regeneration effort on a series of Strategic Spatial Development Areas (SSDA's) located

across Merseyside. These SSDA's will be the focus of major employment, development and infrastructure investment over the next 6-7 years. These contain drivers for growth such as the Port of Liverpool, now the principal port in the North West region. Liverpool Airport, also in a SSDA, has undergone a significant revival in recent years, and is the fastest growing regional airport in the UK.

Consequently the priorities for transport in this Local Transport Plan will need to complement and reinforce regeneration priorities as set out in the SPD. The Objective 1 Programme will allocate funding to four Priorities:

- *Developing Business;*
- *Developing People;*
- *Developing Locations; and*
- *Developing Pathways areas.*

The Programme also has three cross cutting themes

- *Information & Communication Technology (ICT);*
- *Environmental sustainability; and*
- *Equal opportunities.*

Measures to support transport investment are focused on improving access to these areas from Pathways areas, and to improving local transport within Pathways areas.

In the 1994-99 Objective One Programme, 38 Community Economic Development areas were established, as a focus for neighbourhood renewal and investment to address social exclusion. Each area was represented by a Community based Pathways partnership. The Pathways areas will remain a priority of the 2000 - 2006 Objective One Programme. Consequently the priorities of the LTP have been developed to fully complement the Objective 1 Programme.

The SSDA's and Pathway areas are

shown in Figure 2.5.

A key priority of the Merseyside LTP is to support sustainable growth of the Merseyside economy. This will be achieved by developing a fully integrated and inclusive strategy that promotes sustainable access to key locations such as the City Centre and Liverpool Airport, and to other gateways and strategic development areas. The LTP will support wider regeneration strategies and will ensure strong links between economic development, social and environmental regeneration, education, health and transport proposals. By matching LTP funding with Objective 1 funding there is a real opportunity to assist the regeneration of the area.

THE SOCIAL CONTEXT

Economic decline has led to high levels of social exclusion in Merseyside, with unemployment running at 10.5%, almost double the UK average of 5.4%. The long term unemployment rate is 40.1% locally compared to 33.5% for the UK, and income support claimants represent 14.8% of the Merseyside population, compared to 8.8% of the UK population as a whole. Also, 41% of households do not have access to a car.

The growth in car use and the creation of a car-orientated society has contributed to:

- Less daily exercise contributing to decreasing levels of health in general and increasing levels of coronary heart disease in particular.
- The design of street environment and public transport infrastructure not taking account of those with mobility difficulties.
- Community severance created either by new roads or increased volumes of traffic.

These issues are particularly relevant for the 41% of households in Merseyside who do not have access to a car, and who are increasingly finding themselves disadvantaged to terms of access to goods, services and opportunities.

The Merseyside Economic Assessment, stated that not only is it essential that there should be an increase of employment in sectors which had the prospect of future growth, but also that there should be a major take-up of these jobs by the local population. It is clear therefore that regeneration of the economy and accessibility for the local population have a common purpose with respect to social inclusion.

REGENERATION

During the lifetime of this LTP, the overarching priority for the Merseyside partners is the social and economic regeneration of the area. In order that all members of the community can have the opportunity to benefit from this strategy, it is vital that those without access to a car or other forms of private transport are not disadvantaged.

SOCIAL INCLUSION

For many people, this will mean increasing the opportunity to travel. For those in the lower income range, 'reducing the need to travel', is not a viable option. Trends in decentralisation have affected key land uses such as health, education, leisure and retail facilities in Merseyside. The most deprived local neighbourhoods can subsequently lack basic services as well

- The decline of public transport services, reducing accessibility to services and opportunities for the non-car owners.
- The development of facilities which are easily accessible only by car, and the closure of local facilities.
- An increase in the vulnerability of pedestrians and cyclists as they become less obvious, thereby discouraging these sustainable modes of transport.

as opportunities for employment, and a number of housing areas have been characterised as 'food deserts' due to the lack of availability of fresh food.

Changes in employment patterns include more flexible hours and shorter shifts, which combined with decentralisation, have also undermined the viability of established public transport services from poorer areas.

Public transport has a significant role to play in addressing social inclusion. There has been a period where planning and land use development has been based upon car orientated policies so that those without access to a car have become increasingly disadvantaged.

Many of these problems are particularly acute for women who already make up 65% of all public transport users, and where demands on childcare and easy access onto buses and trains is important, or where fear for personal security, especially in hours of darkness is a major concern. For many with physical or other disabilities, these issues will be compounded by difficulties accessing facilities where the surrounding pedestrian environment is often of very poor quality.

Unemployment, particularly amongst young people, is a major concern and priority. Often, many will have very limited travel horizons, preferring to stay close to their immediate neighbourhood. Such reluctance to travel can reduce the chance of gaining employment or training opportunities. Most will be dependent on public transport and often the causes of this reluctance to travel will be due to excessive travel time or cost or lack of direct services, or insufficient information.

Public transport therefore has a significant role to play in addressing social inclusion, and must provide improved access to major employment and service locations. Walking and cycling are low cost and healthy forms of transport, but can, perversely, be least attractive to residents of areas where there has been under investment in traffic management or community safety facilities. It has been recognised

that taxis are more widely used by those without access to a car, even those on low incomes, and it is vital that the LTP develops a strategy to integrate all modes of transport in support of social regeneration.

HEALTH IMPACTS

In recognition that significant health inequalities continue to exist amongst communities across Merseyside, the Government has designated the area as a Health Action Zone. This new status, (which stems from the Government's Health White Paper "Our Healthier Nation") offers new funding opportunities to tackle health problems through a targeted multi-agency approach. The HAZ has funded, for example, an additional TravelWise officer.

This LTP has been the subject of a comprehensive Health Impact Assessment, undertaken by Liverpool Health Authority. A copy of the Executive Summary of this Assessment is included in the Local Transport Plan - Technical Appendices. This identified the following key issues where transport has a direct influence on personal health:

- Road Traffic Accidents
- Air Pollution
- Noise
- Social Exclusion
- Access to shops, services, friends and family
- Dependence on cars
- Cycling, walking and use of public transport
- Public transport competition
- Public transport safety
- Economic vitality

The health impacts of transport are illustrated in Figure 2.6

The Health Impact Assessment identifies the following health priorities to be addressed by the LTP:

- Air quality

- Access to goods and services
- Accidents and Safety (including risk of crime)
- Activity (physical exercise)
- Assurance (reliability and journey planning)
- Attitudes (to public transport, health, transport and car use)

THE ENVIRONMENTAL CONTEXT

The environmental impacts of transport are well known, and the following particularly apply to Merseyside:

- Increased air pollution and emissions, with effects on:
- Local air quality and personal health, contributing to increases in respiratory diseases
- Greenhouse gas emissions contributing to the reduction of ozone
- The continued consumption of non-renewable resources, to power, construct and maintain the transport network
- Increased noise pollution with effects on psychological health
- Increased congestion which undermines safety and economic efficiency, and exacerbates the impact of air and noise pollution

Transport can also have positive benefits on the environment, and can assist in environmental regeneration, through the following:

- Good transport infrastructure can improve the attractiveness of derelict sites as areas for investment
- Transport is a key factor in the attractiveness of residential areas and can promote sustainable city living
- High quality, integrated transport services can not only assist the growth of sectors such as tourism, but can also help minimise damage caused by activities on the environment.

The Merseyside LTP will contribute to improving national environmental quality by addressing issues such as pollution, biodiversity and climatic change. In doing so, however, the aim is to also



TRAVEL TRENDS ACROSS MERSEYSIDE

Travel trends across Merseyside give an indication of both the affect of the current transport network and current attitudes towards transport on behaviour.

Across Merseyside the following trends have been identified:

- Increasing car ownership
- Increasing dependence on the car
- Increase in the number of trips, while trip length has remained constant
- Declining bus patronage
- Increasing relative costs of public transport

CURRENT TRAVEL PATTERNS

Figure 2.7 below shows that at the time of the last Countywide Travel Survey in 1996, car travel accounted for 52% of total journeys in Merseyside, compared to 46% in 1988. Walking accounted for 25% (29% in 1988) of all journeys, with public transport (buses and trains) accounting for 17% (19% in 1988).

In addition to the increase in car use, the average trip rate per person per day

has increased 10% since 1988, to a 1996 level of 2.7 trips, and whilst trip rates for walking and bus have fallen, they have increased for car driver and car passenger. The overall increase in trip rates has previously been seen as a positive improvement, reflecting increasing economic growth and prosperity. However, in recognising the need to reduce the need to travel, it is important to ensure that any increase is not due to more trips being made out of necessity ie, as local choice for schools, shops, employment and health facilities becomes more restricted.

INCREASING CAR OWNERSHIP AND DEPENDENCE

Figure 2.8 shows the number of cars generally available per household on Merseyside. It shows that in 1996 an average of 41% of Merseyside households did not have access to a car.

The average journey length for all modes has however remained steady, with an average trip length of 5km (there was a general fall in journey length for recorded walk trips from 1km to 0.7km).

Hence while journey lengths have remained constant, overall travel has increased due to increased trip rates.

DECLINING BUS PATRONAGE, INCREASING RAIL PATRONAGE

Figure 2.9 and Table 2.1 summarises the gradual decline in bus passengers from over 227 million journeys (1987/88) to 168 million (1998/99) - a decline of 26%.

In contrast, patronage on the Merseyrail network has shown a steady increase rising by 11% over the period 1995/96 to 1998/99.

Clearly, the trends for bus patronage are disappointing, and illustrate the challenge to improve the quality of services and change travel behaviour. In contrast, the position for rail is more positive, particularly when taken against a background of operating problems over the last few years.

It is expected that car ownership and car usage will rise on Merseyside, at least in the lifetime of this LTP. However, the Partners believe that the approach as set out in the Public Transport Theme will lead to an increasing use of public transport.

TRAFFIC FLOWS INTO LIVERPOOL CITY CENTRE

Table 2.2 shows 16-hour two way traffic flows across the Liverpool City Centre Cordon. The figures are encouraging in

terms of the aim of traffic restraint since they suggest traffic flows into the City Centre have only been increasing marginally since 1991, although much of this may be attributable to suppressed economic activity in the City Centre over the period. Even in 1998, the highest level for 7 years, was only a maximum of 3.9% higher than the 1991 level.

However, whilst traffic growth into the City Centre has been relatively stable, the real growth in traffic and car use has occurred on the periphery of the urban area.

Table 2.2 : 16-hour two way traffic flows across Liverpool city centre cordon

	Vehicles	Change
		Since 1991
1991	350,600	
1992	346,700	-1.1%
1993	343,200	-2.1%
1994	349,200	-0.4%
1995	338,700	-3.4%
1996	343,200	-2.1%
1997	351,600	+0.3%
1998	364,200	+3.9%

1999	342,242	-2.4%
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INCREASING RELATIVE COST OF PUBLIC TRANSPORT COMPARED TO MOTORING

Figure 2.10 shows the trend in the real cost of bus and rail fares in Merseyside, compared to general motoring costs and the Retail Price Index (RPI). It can be seen that the real cost of public transport fares have doubled since 1986, whereas the cost of general motoring has decreased when compared to the RPI.

Figure 2.11 illustrates the comparison between current transport usage on Merseyside and two of the principal targets set by the Royal Commission on Environmental Pollution (RCEP), for car use and cycling by 2020. It confirms that as the regeneration of the area takes place, the transport system has the capacity to accommodate further traffic growth up to 2020, before the RCEP's target for the area is exceeded. However the graph also shows that

more measures need to be introduced to encourage more people to cycle in order to meet the RCEP's target for cycling.



FUTURE FORECASTS

- Road Traffic Reduction Act

The Road Traffic Reduction Act (1997) requires local authorities to prepare a report relating to the levels of road traffic in their areas. The Partners have produced a report which is contained in the Technical Appendices of the LTP. In this summary, the forecast growth in traffic in Merseyside is described along with the targets to be adopted for controlling its growth over the Transport Strategy period to 2011.

FUTURE FORECASTS

At present the road network in Merseyside does not experience network-wide congestion, although there is localised congestion in the peak periods on some of the major arterial routes in Liverpool and at certain of the busier local centres outside Liverpool. Making use of Government forecasts adapted to the circumstances of Merseyside, projections of baseline growth in total traffic from 1996 have been calculated as 15.6% by 2006 and 24.1% by 2011. This reflects expected growth in household numbers, car ownership and licence-holding as well as general increases in wealth.

Inclusive and sustainable regeneration has been established as the primary goal in Merseyside. This is set out in detail in the Single Programming Document with, in particular, a projected 56,500 new jobs across the county and 12,500 Pathways residents targeted to enter employment. The partners are also pursuing development of freight facilities at key locations to support the general increase in economic activity. These changes are expected to lead to further increases in traffic above the baseline. The forecasts of total traffic growth including these regeneration targets are: 21.5% by 2006 and 30.9% by 2011.

Over the short term, the network as a whole can accommodate much of this road traffic growth without an unacceptable increase in congestion or its impacts. There is, however, a need to contain the worst effects of this growth and to prepare the transport system of Merseyside so as to prevent difficulties which unconstrained road traffic growth over a longer period of time would cause.

It is widely acknowledged that mode switch only becomes a feasible aim once a high quality alternative to the car

is available. The 10-year strategy is therefore based on achieving high quality transport first, during the period when development constraints need to be minimised to encourage regeneration, and applying policy measures to promote mode shift second, once regeneration is well established.

Estimates have been made of the likely effects upon road traffic of a package of public transport interventions proposed and these have been used to set demanding targets for the management of traffic growth.

The targets are presented in Table 2.3 below.



The development of the LTP incorporates the feedback from a comprehensive public participation exercise. This showed strong support for the introduction of measures which:

- Reduce traffic congestion
- Reduce traffic pollution and noise
- Improve public transport
- Give greater priority to walking and cycling

This section describes the public participation process and highlights the results which have then been taken forward to aid formulation of the Merseyside LTP.

THE CONSULTATION AND PARTICIPATION STRATEGY

'Merseyside Connections' was the theme given to the consultation process to support the new Local Transport Plan for Merseyside. However, it is the intention of the partners to take this process beyond the submission date of the LTP, "Public participation" will continue through both the ongoing development and implementation of the 5 Year Programme.

As part of the review of the original MerITS strategy in the lead up to the production of the Provisional LTP, the partner authorities carried out a comprehensive consultation exercise with key stakeholders. This showed continued strong support for the overall direction of transport policy in Merseyside.

This 'full' Local Transport Plan has been developed following a comprehensive community consultation exercise, which was carried out in three stages:

- Stage One: Widespread Community Participation (November 1999 to

January 2000)

- Stage Two: Market Research (March 2000)
- Stage Three: Key Stakeholder Consultation (April 2000)

STAGE ONE CONSULTATION

From the early stages, a high priority was given by the partner authorities to ensure community participation in the development of the LTP and its objectives. The aim was to ensure that the community input better informed the identification of the key priorities in the new Local Transport Plan for Merseyside. The process included:

- Distribution of 20,000 'Connections' newsletters, questionnaires and posters via post offices, housing and other council offices, libraries, and community distribution lists
- BBC Radio Merseyside phone-in debate
- Staffed displays in shopping centres, libraries, town halls etc
- Advertisements and features in local papers
- Presentations to community and interest groups
- Distribution of consultation packs to stakeholders
- Stakeholder workshops

Ongoing consultation and participation in the development and implementation of the Plan has been steered by the Integrated Transport Forum made up of representatives of:

- Merseytravel
- The local authorities
- Public transport operators
- Liverpool Vision
- Environmental Organisations
- Transport user groups

Other groups and forums that participated in the process included:

- The Merseytravel Advisory Panels (one in each of the Merseyside Districts), Women's Forum, and the Access Panel
- Area Committees in Liverpool and Sefton
- Transport User Groups (such as the Wirral Cycle Forum)
- Environmental Groups (LA21 groups in each District)
- Community Groups (such as the Pathways Coordinators in each District and other groups representing people living in regeneration areas including the Partnership of Parents in Newton - an SRB funded project.)
- Community Transport and Voluntary Transport organisations
- The Highways Agency

Main Messages from Stage One

Stage one provided a good response from a wide cross section of the community across Merseyside. In total over 1,600 questionnaire forms were returned and over 50 detailed letters of comment from individuals and organisations were received.

Overall the consultation showed good support for the over-arching objectives as well as the broad direction of the strategy of the Merseyside LTP. The most significant messages being as follows:

- Transport and the Environment
91% of respondents stated they were concerned about the effect that traffic pollution is having on health.
- Traffic congestion
70% of respondents think that traffic congestion is a problem in Merseyside, and ways to combat it should feature as a key priority of the LTP.
- Parking Policies
Given the above messages over

60% of respondents stated that they favour higher parking charges with the extra revenue raised used to fund improvements to public transport, walking and cycling routes. However respondents were concerned that such policies should only be introduced on a region wide basis.

- Priority needs to be given to pedestrians, cyclists and public transport users
Over 70% of respondents think that policies in the LTP should ensure greater priority is given to pedestrians, cyclists and public transport users.
- Reduce car use when travelling to school
There was recognition that the 'school run' is a major contributor to peak hour congestion on roads and traffic problems in the vicinity of schools. 84% of respondents are in favour of reducing the number of school trips by car.
- Strong support for measures to reduce traffic speeds
80% of respondents indicated that they are in favour of more traffic calming measures, especially in residential areas and in the vicinity of schools.
- Concerns over the standard of road maintenance
This was not only an issue for car drivers. The majority of respondents who do not have access to a car also emphasised the need for better-maintained footways and cycleways.
- Making the transport network more accessible for disabled and mobility-impaired people
- The LTP should seek to deliver a fully integrated public transport network, with priority being given to improving the:
 - *Reliability of train and bus services*

◦ *Routes, frequency and hours of operation of services (in particular the need for better*

orbital services and links to hospitals and Liverpool Airport.

- *Connections between bus and train services*
- *Accessibility of bus and rail services (including the need for more accessible low floor buses and easier to use stations)*
- *Levels of personal safety and security of public transport users*
- *Range of ticketing options available to passengers*
- *Availability of good and accurate information at all stages of the journey*

- More bus priority measures need to be introduced to reduce bus journey times and protect services from traffic congestion
- More Park and Ride schemes need to be introduced and existing schemes need to be improved
- The LTP should identify and fully evaluate opportunities to develop new high quality public transport systems (such as light rail, guided bus or trolleybus systems) across Merseyside.

STAGE TWO: MARKET RESEARCH

Focus Groups

The results of the first stage of the consultation exercise were verified by a series of 10 focus groups spread across the area (five of which are in Pathways areas):

- Knowsley
- Liverpool (Norris Green and Wavertree)
- St. Helens (Parr & Eccleston)
- Sefton (Bootle & Southport)
- Wirral (Birkenhead & Moreton)

In terms of emerging key issues the focus groups identified the need for:

- *Lower public transport fares.*
- *More reliable public transport services.*
- *Low-floor, easy-access bus services.*

- Greater staff presence and better passenger care training on the public transport network.
- More frequent bus services and easier to understand routes.
- Better integration between bus and rail services.
- More Eco-friendly buses and motor vehicles.
- More cycle lanes (segregated & continuous).
- Traffic calming, especially in the vicinity of schools and in residential areas.
- Safer and more secure pedestrian environments.

All the Focus Groups concluded that public transport improvements should form a key element of the Local Transport Plan, and public transport has more chance of reducing car use and dependency than either walking or cycling. Particular emphasis should be given to improving:

- The reliability of services;
- The frequency of services; and
- Reducing the cost of travel on public transport and improving ticketing options.

However when seeking to encourage people to use public transport, the Focus Groups identified the need to improve personal safety and reduce the fear of crime.

Focus Group participants indicated that they would only support effective demand management measures if high

quality alternatives (public transport, walking and cycling routes) were in place. Furthermore as the majority of the young people in the Focus Groups strongly aspire to owning a car, travel awareness campaigns were identified as playing a major role in persuading this key group to make more sensible use of the car.

On-Street Surveys

In order to ensure that the results of the first stage of consultation and the Focus Group exercises provide representative conclusions for support of the objectives of the LTP, over 500 detailed on-street interview surveys were conducted at the following centres across Merseyside:

- Liverpool
- Huyton
- Southport
- Bootle
- Birkenhead and
- St. Helens

Sampling was used to ensure the views of a representative cross section of the population were obtained.

The results of the on-street interview surveys strongly reaffirmed the views expressed through the earlier public consultation work.

The need for better public transport was again highlighted. The preferred public transport

improvement options were :

Full SMART Package	32%
Merseyrail improvements	18%
Light Rail system	14%
Park & Ride	9%
Bus Lanes	8%

The main issues relating to bus service improvements were:

- More reliable and frequent services;
- Better integration with other modes; and
- Replacing older buses with modern easily accessible vehicles

The survey identified that SMART bus services, where currently available, present a much better image for bus travel than traditional bus services.

Safer and more attractive waiting environments at bus stops are also important. Respondents mentioned the need to provide comprehensive public transport information at all stages of the journey.

Poor environments at local rail stations were viewed as a major deterrent, to use, particularly at night. It was felt that the relatively high cost of rail travel is not justified by the current standards of service provision.

The need to better manage the demand for car travel was also highlighted. This matched the strong concerns expressed during stage one that increasing car use

and dependency is harming the environment and resulting in worsening traffic congestion. Over 50% of people questioned during the on-street interview surveys indicated that they would support the introduction of policies, which would seek to reduce car commuting.

When seeking to achieve this there was very strong support (78%) for the introduction of Green Commuter Plans. 60% of people also stated that they would support the introduction of policies which would restrict the availability of car parking spaces for commuters, whilst favouring short stay parking for commuters.

However when asked whether they would support the introduction of road tolling on roads to pay for improvements to the local transport network, the vast majority of people (72%) stated their opposition to such a policy. The strongest feelings against the introduction of this policy are amongst the 45-65 age group and car users. This is in direct contrast to earlier stage one consultation which showed that over 60% of respondents would be in favour of increased car parking charges with the extra revenue collected being used to fund improvements to the local transport network.

The need to improve road safety and personal security when travelling was highlighted. Again there was strong support for the introduction of measures

designed to improve road safety. The majority of people interviewed thought that this should be one of the key priorities of the new LTP.

People viewed cycling on the main roads as the most dangerous form of transport.

In terms of helping to improve levels of personal security, people pointed to the need to provide a safer and more secure environment at bus stop and rail stations, as well as along pedestrian routes to and from bus and rail stations.

STAGE THREE CONSULTATION

To address these views a Key Issues Paper (and questionnaire) was circulated to over 3,000 key stakeholder organisations across Merseyside for comment during April and May 2000, including:

- *The Chamber of Commerce*
- *Businesses*
- *Health sector*
- *The Ports and Liverpool Airport*
- *Freight operators*
- *Public transport operators*
- *Environmental organisations*
- *Community and voluntary organisations*

10% (320) of organisations responded to the questionnaire, the results of which again pointed to strong support for:

- The further reallocation of road space to favour pedestrians, cyclists and public transport users
- The introduction of more SMART / Quality Bus Partnership corridors across Merseyside featuring a package of new low floor buses, real time passenger information, high quality waiting facilities, better information and bus priority measures.

- Stricter central area car parking controls to discourage car commuting with any extra revenue raised being used to fund improvements to walking, cycling and public transport routes.
- The introduction of road user / congestion charging or workplace parking charges if revenue was used to fund improvements to walking, cycling and public transport. However respondents felt that such charges should only be introduced following further investment in the public transport network.

The final element of the consultation programme focussed on the proposals for Liverpool City Centre. This showed over 90% of respondents in favour of the measures.

ATTITUDES TO TRANSPORT

To accompany the public consultation exercise, Merseyside Information Services (MIS) carried out a simultaneous review of a range of different surveys and studies on transport carried out across Merseyside between 1995 and 2000. This confirmed that Merseyside people and business highlighted similar issues and themes to those raised through the LTP consultation.

The study identified that attitudes could be split into two categories:

Identifying what needs improving:

Again people called for the need to improve the public transport network (through the creation of a fully integrated system featuring more accessible services, better interchange points, more ticketing options and better information), safer, more attractive walking and cycling routes, and to reduce the impact transport has on the environment.

Attitudes to behavioural change:

Whilst people recognised the need to

improve sustainable forms of transport (walking, cycling and public transport), the review identified a reluctance amongst many car users to make less journeys by car. The study also revealed the reluctance of people to travel by public transport because of the lack of good information. Similarly, people were reluctant to cycle, despite the introduction of some cycle priority measures, due to concerns for personal safety. Typically people cited the lack of awareness of cyclists by drivers.

The review concluded that travel awareness campaigns such as Merseyside TravelWise, will play an increasingly important part in changing attitudes to travel across Merseyside.

SUMMARY

The key findings from the public consultation exercise are as follows:

Reducing environmental impact and encouraging a modal shift

- There is widespread acknowledgement of the problems resulting from increasing car use and dependency, and that measures should be introduced aimed at reducing peak hour car commuting. To do this, people tend to favour the introduction of Green Commuter Plans and shifting the balance of long stay car parking spaces from long stay to short stay shopper parking in town centres.
- Better public transport, walking and cycling routes should be in place before restrictions are introduced on car use.
- There is very little support for the introduction of road tolling as a way of influencing the demand for car travel. People stated that they would, however, support the introduction of higher car parking charges if the extra revenue was collected to be used to improve the local transport network. But in order

to be effective people felt this needed to be introduced on a region-wide basis.

Efficient Use of the Network

- The Plan should give greater priority to pedestrians, the mobility impaired, cyclists and public transport users.

Improving Safety and Accessibility

- The need to improve road safety and levels of personal security across the transport network.
- The need to improve the quality and attractiveness of public transport services across Merseyside.
- Strong support for traffic calming especially in the vicinity of schools and in residential areas.
- There was widespread acknowledgement of the need to improve walking and cycling routes in Merseyside.
- That the provision of a high quality public transport network offers the greatest potential to improve general levels of accessibility as well as reducing car dependency.

FURTHER CONSULTATION

Ongoing consultation and public involvement lies at the heart of the continued development of the LTP. Monitoring of public attitudes to travel will continue through targetted market research and the regular Merseytravel Tracking Survey.

All three stages of consultation on the development of this first LTP pointed to the need to ensure the full involvement of all members of the community in the ongoing development of the LTP. In particular the programme is seeking to identify and consult with what are termed "difficult to reach" groups of people on the LTP.

As a priority more targeted consultation will be carried out with the following:



OPPORTUNITIES AND OBJECTIVES

INTRODUCTION

The preceding sections have set out the context for Merseyside's LTP and the nature of the challenge facing the Region; a position which is reinforced by the outputs of the public consultation and participation exercise undertaken by the partners. This section highlights the opportunities that exist for the Region and the key part that the LTP has in realising Merseyside's wider Strategic Vision for Sustainable, Inclusive, Regeneration. The section concludes by presenting the LTP Vision Statement and the four main objectives that have been set for Merseyside's Local Transport Plan

MERSEYSIDE LTP AND THE WIDER STRATEGIC VISION

The LTP is designed to support the wider regeneration programme for Merseyside, complement other policy areas and maximise the benefit of other available funding sources over the next 5-10 years. The way in which the LTP integrates into this process is shown in Figure 2.12.

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

In developing the LTP, the partners have considered a wide range of Strengths, Weaknesses, Opportunities and Threats (SWOT) which faces Merseyside's transport network. The results of this SWOT are summarised in Table 2.4.

SETTING THE LTP OBJECTIVES

The policy context and analysis presented in the preceding sections, along with the opportunities that currently exist on Merseyside have been used as inputs to the definition of the Local Transport Plan Vision which states:

"The aim of the Plan is to develop a fully integrated and sustainable transport network for Merseyside, which supports economic, social and environmental regeneration and ensures good access for all in the community"

Four main objectives have then been established for the Local Transport



STRATEGY DEVELOPMENT PROGRAMME

OVERVIEW

The partners have developed a systematic approach to the development of the LTP which accords with the guidance issued by the DETR. The overall approach is presented in Figure 3.1. This highlights the need to ensure that the Transport Strategy fits with wider policy objectives and that the LTP objectives that are adopted address clearly defined problems and opportunities (these issues are addressed in Section 2 of the LTP).

Having set the LTP Objectives, the next stages of the process needs to identify the preferred Transport Strategy through the application of the New Approach to Appraisal (NATA) criteria; develop the range of strategy components; and the range of proposals for the LTP. This is then followed by the development of an Implementation Programme (covered in Section 4 of this document) and the need to set comprehensive Targets and performance indicators together with proposals for monitoring the LTP (covered in Section 5).

IDENTIFYING THE RIGHT MEASURES FOR THE RIGHT LOCATIONS

To aid the review and appraisal of LTP components, the partners have defined the main centres and corridors in the Region. This is a continuation of the approach adopted in the Provisional LTP.

The Corridors and Centres Approach

The plan sub-divides Merseyside into a number of centres and corridors - i.e. where people and goods are going and the route taken to get there. This approach assists in identifying:

- the main problems for movement within the area.
- appropriate solutions to the identified problems dependent on the characteristics of the location.

Figure 3.2 shows the main corridors and centres identified in Merseyside:

- **THE CENTRES:** *are the main centres in Merseyside, together with the two 'gateways' of the Port of Liverpool and Liverpool Airport.*
- **THE CORRIDORS:** *are the main corridors of movement between these centres, together with their regional and national links.*

Within this approach the partners also identified the key Pathways areas and SSDA's, the linking up of which by attractive and sustainable travel choices is a key priority of this first LTP.

In essence, the corridors and centres approach assumes that there are different types of travel demand to be addressed depending on the location.

Clearly this approach does not cover the whole area, but focuses on key locations with particular characteristics. While the LTPs policies, naturally for a metropolitan area, remain urban based, there is also a need to identify the countryside areas within Merseyside as areas with particular characteristics which may require separate consideration. This is covered in "**Rural Issues**" in the Transport & Accessibility Themes.

ROAD HIERARCHY

The roads of Merseyside in each corridor and centre have been assigned a place in an agreed hierarchy so that the role of each is clearly stated and understood within the strategy of the LTP.

At the highest level are the Strategic Routes. These are Trunk and Principal Roads, which includes Motorways and other classified roads. They cater for heavy volumes of longer-distance

LOCATION	ROLE OF ROAD JUSTIFICATION HIERARCHY	DESIRED MODE HIERARCHY
STRATEGIC ROUTES WITH PRIORITY FOR FREIGHT MOVEMENT	<ul style="list-style-type: none"> Principal links to regional road network for people & goods Main routes for through travel Main access to distributor roads from outside area Essential role as bypass for traffic from more sensitive areas Parallel routes or total segregation for cyclists 	<ol style="list-style-type: none"> Freight Public Transport Cars Pedestrian Cyclists
STRATEGIC ROUTES WITH PRIORITY FOR PUBLIC TRANSPORT	<ul style="list-style-type: none"> Chosen as the strategic routes for public transport Main routes for through travel Main access to distributor roads from outside area Essential role as bypass for general traffic from more sensitive areas Parallel routes or total segregation for cyclists 	<ol style="list-style-type: none"> Public Transport Goods Service Vehicles Cars Pedestrians Cyclists
OTHER STRATEGIC ROUTES	<ul style="list-style-type: none"> Strategic route but without particular priority for freight or public transport Essential role as bypass for general traffic to keep it out of more sensitive areas Parallel routes or total segregation for cyclists 	<ol style="list-style-type: none"> All motorised traffic Pedestrians Cyclists
LOCAL DISTRIBUTOR ROADS	<ul style="list-style-type: none"> Collect traffic from the Service and Residential Estate Roads and provide access to the Strategic Network (and vice versa) Help to keep local through-traffic out of residential roads or Town Centre Roads Inappropriate for longer-distance through-traffic having no business in the immediate area Parallel routes for cyclists preferred, but where traffic speeds are suitably 	<ol style="list-style-type: none"> Public Transport (where appropriate) Service Delivery Vehicles Cars Pedestrians Cyclists (where part of the cycle network, cyclists move to priority 2)
RESIDENTIAL AREAS	<ul style="list-style-type: none"> Provide immediate access for all groups by all modes between houses in residential areas and the local distributor roads Provide high-quality, safe and secure environment for residents Roads appropriate for use by pedestrians and cyclists Feed into designated cycle network Through-traffic, having no business in the area is deterred. 	<ol style="list-style-type: none"> Pedestrians Cyclists Public Transport Service Vehicles Cars
SERVICE ROADS	<ul style="list-style-type: none"> Provide immediate service access Provide access for buses and taxis to most convenient stopping places in the centre Provide access to cycle & motor vehicle parking Through-traffic (ie that having no business in the centre) is inappropriate and to be discouraged 	<ol style="list-style-type: none"> Pedestrians Cyclists Buses Taxis Delivery vehicles Car-borne shoppers etc Car-borne commuters
PEDESTRIANISED ROADS	<ul style="list-style-type: none"> Free movement of pedestrians achieved by total segregation 	<ol style="list-style-type: none"> Pedestrians inc disabled pedestrians

Table 3.1 : Merseyside's Road User Hierarchy



traffic, to keep it out of more sensitive areas.

Next in the hierarchy are the Local Distributor Roads. Previously, many of these were classified as 'C' Roads.

These provide the connection between Strategic Routes and the third category in the hierarchy, which are the Residential Roads which provide direct access in residential areas and Service and Access Roads which have a similar role in shopping or business areas.

STRATEGIC ROUTES

These are divided into three categories:

- 1) Strategic Routes with priority for Freight Movement
- 2) Strategic Routes with priority for Public Transport
- 3) Other Strategic Routes without the above priorities but which still perform an essential role to protect other areas from through-traffic.

On these roads, specific provision for cyclists and pedestrians is either in the form of full segregation, or if that cannot be provided, on parallel routes.

LOCAL DISTRIBUTOR ROADS

Many Local Distributor Roads are located within residential areas and are fronted by houses. Although they would be considered the busier roads in an estate, their use must still be sensitive to this dual role. Some Local Distributor Roads will carry buses to serve a local area, linking it to a Strategic Route that has priority for public transport.

In some cases, where traffic conditions are appropriate, Local Distributor Roads may appear on the Cycle network. However in general, parallel routes are to be preferred for cyclists.

RESIDENTIAL ROADS

As well as giving direct access to properties, these roads also provide the setting for the home environment for the majority of people in an urban area. As such they are characterised by the need for low speeds of traffic, priority for pedestrians and cyclists, and an environment which feels safe, secure and attractive.

SERVICE AND ACCESS ROADS

In Town Centres there is ideally segregation between roads giving access for vehicles to premises or parking, and those which have been given over entirely to pedestrians.

APPLICATION OF THE ROUTE AND ROAD USER HIERARCHY

In general, classification of roads has followed their existing role. However, in preparing the Local Transport Plan, their actual characteristics have been examined. Having defined the priorities (hierarchy) for each centre and corridor, an appropriate package of measures has then been identified. In combination these form the "Centres and Corridors" programme in the Local Transport Plan. (Full details of the proposals for each Centre and Corridor are contained in the Local Transport Plan - Technical Appendices). The full definition of the Road User hierarchy is shown in Table 3.1. Its application across Merseyside is shown in Figure 3.3

SUMMARY OF RESEARCH AND STUDIES

The Local Transport Plan is based on extensive research and a series of major studies. These have been used to inform the partners on a range of key issues and the results have been used to formulate the proposals contained in the Local Transport Plan. This section briefly

summarises the work that has been undertaken (Full details are contained in the Local Transport Plan - Technical Appendices).

The Single Integrated Public Transport Network was one of the key themes of the Provisional Local Transport Plan. Studies that have been undertaken to develop this theme include:

- A series of area studies, covering the whole of Merseyside which reviewed the scope for a range of public transport options including bus priorities; SMART; Guided Bus; Intermediate Modes (trolleybuses etc.); Light Rail Transit (LRT) and railway improvements. This included a series of workshops with all the partners to identify options for appraisal.
- Merseyside Interchange Strategy - a comprehensive review of interchange opportunities across Merseyside to improve linkages between bus, rail and ferry services.
- Merseyside Information Strategy - a review of public transport information provision including the requirements of the national PTI2000 programme and the scope for integrated bus-rail travel information.
- Merseyside Park & Ride Strategy - a county-wide review of the potential for increasing Park & Ride facilities at Merseyrail stations and other strategic sites on the edges of the conurbation.

Liverpool City Centre is the key focus to the regeneration of the City-Region. Alongside the wider Liverpool Vision initiative, Merseytravel and Liverpool City Council have undertaken the City Centre Movement Strategy to develop an integrated package of transport improvements to complement the wider development programme.

Merseyside Freight Strategy The expanding role of the Merseyside Ports

is central to the regeneration of the region. The Strategy has been developed to review the likely growth in freight traffic and develop a series of proposals for a Sustainable Freight policy.

Health Impact Assessment As an Objective 1 area, Merseyside is faced with a series of social deprivation issues including poor health. As part of a wider policy initiative with the Region's Health Authorities, the Merseyside Partners have pioneered a Health Impact Assessment of the emerging elements of the Local Transport Plan.





STRATEGY ALTERNATIVES

The partners' LTP objectives have been defined to support Merseyside's regeneration programme. To ensure that the emerging LTP fully meets these objectives three broad alternatives have been considered. These are:

- **ALTERNATIVE 1:**
An environment -focused Strategy
- **ALTERNATIVE 2:**
A development - focused Strategy
- **ALTERNATIVE 3:**
A regeneration - focused Strategy

Table 3.2 provides a summary of the Performance of each alternative assessed against DETR's NATA criteria. The analysis concludes that the **SUSTAINABLE, INCLUSIVE, REGENERATION** alternative best meets the requirements of the Merseyside LTP. The table also highlights the improved performance of the alternative with the addition of the four Major Schemes proposed within the first LTP.

Further details of the performance of each alternative are presented in the Simplified Appraisal Summary Tables (tables 3.3-3.6).



THE 10 YEAR TRANSPORT STRATEGY FOR MERSEYSIDE

A long-term Transport Strategy has been developed for Merseyside. The aim of the 10 Year Strategy is to provide a transport system to rival the best in Europe.

The Strategy features the following elements:

- A fully implemented Centre of Excellence programme for Public Transport and Transport Planning;
- A fully integrated Public Transport Network featuring:
 - *Network-wide station improvement and a fleet of new trains for the Merseyrail network running to the highest standards of safety, reliability, punctuality and cleanliness;*
 - *Extensions of the rail network in Woodchurch, St. Helens and Kirkby with a series of new stations and the introduction of improved frequencies on the City Line and Lime Street - Allerton line;*
- A 3-line LRT network as a complement to the rail network to provide a full Merseyside-wide network to all the main centres and Strategic Spatial Development sites;
- An extensive network of high quality bus services with newer vehicles, fully accessible and with low emissions, operating across the strategic network with high levels of priority and segregation to meet agreed reliability and punctuality targets;
- County-wide provision of interchange points to provide high levels of accessibility for all residents and visitors to the full range of opportunities, services and amenities in the county;
- Merseyside-wide park & ride facilities at all the main rail stations and at strategic sites on the edge of the conurbation to limit the volume of traffic on the principal road network;
- A modern, up-to-date integrated information system, including real time elements, providing full details of Merseyside's public transport network, regional, national and international connections, and information on traffic conditions and parking availability and news on tourist sites and events taking place in the region;
- Strategic route signing for general traffic and freight movements to, from and within Merseyside directing traffic to appropriate routes avoiding busy local and district centres, with variable message signing guiding traffic to off-street car parking in Liverpool City Centre and Merseyside's other main town centres;
- An Airport Surface Access Strategy for Liverpool Airport which maximises the use of public transport by employees and passengers by providing a high quality local bus network, dedicated bus links to Allerton Interchange for convenient access to the local and regional rail network, and express coach services direct to the upgraded Lime Street Station and the City Centre's main hotels;
- A comprehensive improvement in the city centre including Lime Street Gateway, improvements on all the approaches, pedestrian priority areas linking the core of the city centre to the Waterfront, improvements to traffic flows and more efficient use of the major car parks, high quality interchange between rail, LRT, bus and ferry and a high quality public realm and signing for the increased number of city centre residents, businesses, employees, shoppers, students, visitors and tourists. There will be Clear Zones where appropriate;
- Improvements for cyclists across Merseyside including a comprehensive network of dedicated cycle routes, secure cycle parking in the centres, at rail stations and interchanges and other key locations;
- More priority to pedestrians, cyclists and public transport with the introduction of widespread Local Authority parking Enforcement areas, Home Zones, in residential areas and Clear Zones to protect conservation areas and other sensitive locations;
- A high quality infrastructure as a result of a co-ordinated programme of principal road maintenance, bridge strengthening and lighting improvements across Merseyside;
- An expanding role for sustainable freight movements with designated freight routes to and from the Port of Liverpool and Garston Docks and new roll on/roll off facilities in Bootle and at Twelve Quays. Also new rail links to the docks and new multi-modal Freight interchanges;
- Improvements to regional and national links with the new West Coast mainline rail services to London Euston, improved road and rail links to Manchester, and an expanding choice of destinations served by Liverpool Airport;
- Expanded and more frequent ferry connections with the Isle of Man, Belfast and Dublin;
- Increased travel awareness and reduced Crime and fear of crime through the TravelWise and TravelSafe programmes with Commuter Travel Plans, Safe Routes to School initiatives and Health Action Zones being commonplace;
- All Merseyside's centres thriving as the focal points for new development, local services and community and neighbourhood facilities and served by accessible and well-lit walking and cycling routes and the single, integrated public transport network.
- An integrated land use and transport strategy for sustainable freight distribution: investing in rail and road improvements to improve access and environmental conditions; promoting freight transfer from road to rail with new intermodal facilities, and a particular focus on new Port-



THE 5 YEAR PLAN

MERSEYSIDE LOCAL TRANSPORT PLAN

INTRODUCTION

The 5 Year LTP consists of a series of Countywide measures, Centre and Corridor proposals and Major Schemes. This section provides an overview of all the key elements. The LTP proposals are shown in Figure 3.4 - 3.8.

COUNTY WIDE MEASURES

Public Transport

The Local Transport Plan proposes the creation of a single, integrated public transport network for Merseyside. This will provide a high quality system that is easy to use, safe, clean, reliable and punctual, and allows easy access to all of Merseyside's facilities - for jobs, shopping, leisure activities, tourism and business.

THE KEY COMPONENTS

The Bus Network

As part of the overall public transport network, proposals for the bus network include:

- a comprehensive bus shelter programme introducing 315 new shelters a year;
- a rolling programme of investment by the operators in new buses;
- a county-wide programme of "selective vehicle detection" (SVD) measures at traffic signals that will give priority to buses;
- a programme of bus priority schemes to be introduced in the main corridors and centres across Merseyside. The programme includes over 90km of bus lanes;

- the installation of enforcement cameras on bus lanes;
- improvement programmes for driver training. and
- SMART buses as the standard.

The Rail Network

The LTP proposes a comprehensive upgrade of the rail system. This will include:

- the current franchise to operate the Merseyrail services will be re-negotiated and re-launched in 2001. As part of this process a complete set of new trains will replace the existing fleet;
- a county-wide programme of improvements to 25 of the county's 78 stations including improved signing, lighting, refurbishment, and security measures;
- additional and improved parking provision at Merseyrail stations to encourage rail park & ride;
- in Liverpool City Centre the four underground Merseyrail stations will be comprehensively upgraded with improvements to the appearance of ticket halls, escalators and platforms.

Interchange Strategy

The improvements and investment in the various public transport modes will be complemented by the introduction of a county-wide programme of public transport interchanges. These purpose-built facilities will improve access around the county by providing linkages between bus, rail, ferry, airport and light rail with safe, secure, interchange points which feature high quality information systems and links to local facilities. The key to this strategy is to make

interchange easier and safer.

The interchanges will include:

- Clean, modern shelters;
- CCTV and security measures;
- High quality lighting and signing ;
- Secure cycle parking facilities;
- Well lit, cycle and walking routes to/from interchanges;
- High quality information systems including real time information at key locations; and
- Staff (at major interchanges only).

Information Strategy

A new information system of maps, timetables, helplines and other facilities will be introduced to aid easy movement around the network. Improvements will include:

- a countywide "underground" style map showing all major rail, bus (and future Light Rail Transit (LRT)) routes, and highlighting links with the national rail network, ferries, the airport and all the new interchange points;
- full details of all destinations at key locations - e.g. interchanges and bus stations;
- simple corridor maps showing all local bus and rail services and connections;
- local area maps/guides based on city, town and district centres showing bus and rail services and a guide to local facilities;
- a new, easier to use, timetable for individual bus and rail services.

Mersey Ferries

The Mersey Ferries are an important feature of the local public transport

network - for commuter and leisure use. Proposals for the Ferries include:

- a strategy for the river cruise and charter market and the development of the cross-river commuter market;
- a comprehensive development of the Pier Head terminal facilities;
- further developments of the Seacombe terminal and Seacombe Annexe;
- a continuous repairs and renewals strategy for the Ferry services and assets;
- Engine replacements for two vessels.

OTHER COUNTY-WIDE MEASURES

Walking

In the five-year programme, many highway and traffic management schemes will offer the opportunity to enhance the safety and facilities for pedestrians.

Measures for pedestrians include:

- The introduction of pedestrian priority areas across the city centre - featuring improved paving and lighting, priority over traffic at junctions and improved signing;
- Greater priority for pedestrians with particular attention to access points into local centres (shopping, leisure, employment, education);

Safety improvements;

- Improving and extending the pedestrian environment (new footways and footpaths, maintenance, signage, cleanliness, removal of obstructions and personal security).

Cycling

A Merseyside cycle network will be introduced which links main employment and education sites with surrounding residential areas. It combines on and off-road routes. The five year County-wide programme concentrates on the introduction of a core network featuring links between each SSDA and local residential areas.

Other cycle measures include:

- provision of cycle parking at public transport interchanges at appropriate new developments
- arrangements for cycles to be carried by rail and ferry
- other facilities for cyclists to be provided by employers in green commuter plans (eg showers and changing facilities, secure cycle storage)
- promotion of cycling through TravelWise Campaigns

Road Safety and Urban Safety Management

The programme in the LTP is in line with the Government's Road Safety Strategy Review: 'Tomorrow's Roads - Safer for Everyone', and takes into account the special need to reduce child casualties.

The type of measures to be introduced include:

- new pedestrian crossings and traffic signals, modifications to signalised and priority controlled junctions;
- traffic-calming;
- anti-skid treatment to road surfaces at key junctions;
- red-light/speed cameras;
- street lighting improvements;
- changes to signs and lines;

◦ Education Training and Publicity programmes include:

- Interactive presentations in Primary and Secondary Schools;
- Cycle Training;
- Safer Routes to School Campaign.

Wider improvements to safety and security are also planned particularly in residential areas. These include improvements in

- street lighting; and
- traffic calming (home zones) to reduce the speed and amount of traffic.

Urban Traffic Control

UTC improves the efficiency of the highway network by electronic monitoring and control. It encompasses a range of measures from basic traffic signal time between vehicles and pedestrians, through to sophisticated computerised systems, which link adjoining junctions, optimise throughput, or offer selective priority for particular types of traffic such as buses.

The County-wide five-year programme includes an allocation for renewal of existing equipment, as well as the introduction of new systems.

In addition to this, the next five years will see new developments of UTC technology to include: Pollution Monitoring, Automatic Traffic Counting, Variable Message Signing and other linked uses in Telematics including control strategies and traveller information as delivered by Integrated Urban Traffic Management Control systems.

Road Maintenance

The LTP has a five and ten year programme for the structural maintenance of Principal Roads in Merseyside. The schemes in the programme are to renew those lengths of road, which will reach the end of their predicted life within the programme

period.

Similarly, the partners have agreed a joint programme for the structural renewal of highway bridges. A high proportion of the bridges still to be treated are owned by Railtrack, and the programme assumes close co-operation with them.

The five year programme also includes proposals to renew street lighting to ensure that all equipment on Principal roads is designed to modern standards.

Freight

The ability to move freight efficiently to and from the ports and industrial areas is crucial to the economic health and attractiveness of Merseyside.

The LTP proposes a long-term sustainable distribution strategy supported by an integrated package of transport measures. The key elements of the strategy are:

- A land use strategy which identifies strategic locations for freight distribution and inter-modal facilities
- The enhancement of a strategic rail and road network to improve freight access and maximise modal choice
- The development of a Freight Quality Partnership.

Access to the Port of Liverpool is central to the strategy, because of the volume of freight movements it currently generates and the potential for further growth to support Merseyside's regeneration. Similarly, access to Garston Docks and the new development at Twelve Quays features in the strategy.

CENTRES AND CORRIDORS

The LTP identifies all the major centres and corridors in Merseyside each of which has its own **"INTEGRATED SOLUTION"**

Examples are provided later in the Local Transport Plan.

MAJOR SCHEMES

The 5 year LTP features four major Schemes (each costing more than £5 million) as part of the overall strategy. In order of priority, these are:

Light Rail Transit (LRT)

The single integrated public transport network is designed to provide a high quality alternative to car use. As part of this integrated approach Light Rail Transit can contribute by offering:

- a high quality rail-based transit system;
- high levels of segregated operation;
- an electrically powered system - bringing noise and air pollution improvements.

The three line network would serve areas not connected by Merseyrail including Croxteth, Kirkby-Gillmoor SSD; Old Swan and Page Moss; and a link to South Liverpool. In the city centre the LRT will also provide links between Lime Street, the city centre core and the Waterfront. In the LTP the first line linking the Waterfront, City Centre, Croxteth and Kirkby will be promoted with construction planned for the end of the 5 year period, subject to the necessary powers and funding being awarded. The proposed first line and full network are shown in Figure 3.5.

Hall Lane Area Improvements

This is a major scheme providing a new link to bypass Hall Lane in Liverpool (see Figure 3.6). This is one of the main 'gateways' to Liverpool City Centre and is on the strategic freight route from the M62 via Edge Lane. At present, the traffic on Hall Lane suffers delays and extensive queuing on its way to the City and has a detrimental environmental effect on the Kensington 'New Deal' area, where there is a major regeneration initiative. The scheme makes specific provision for pedestrians and cyclists, and will yield environmental benefits and opportunities for bus priority on parallel roads. It also brings development opportunities at the nearby Liverpool University and Royal



LTP OBJECTIVES AND GUIDING PRINCIPLES

To ensure that the transport network plays its full role in helping to meet the overall adopted Vision for the area the over-arching Objectives for the local transport system have been established.

These are supported by a series of Guiding Principles and Key Goals that have been devised as a way of guiding the Local Transport Plan to meet these objectives and to identifying the LTP measures that will be required.

The following key issues run throughout all the objectives:

Sustainability

Social inclusion

Integration

The objectives provide the basis for the determination of appropriate indicators and the setting of targets which will be used to measure the overall performance of the Plan, within the context of the new system of Best Value Local Performance Plans. (Section 5 covers these details).

The following tables (Tables 3.7-3.10) present each Objective of the LTP with its Guiding Principles and Key Goals. This highlights the linkages between each Objective and the measures and proposals that are contained within the LTP.



INTEGRATED SOLUTIONS

Liverpool City Centre

Regeneration is the key theme of much of the work which is currently taking place in Merseyside. As the focal point for much of the economic activity in Merseyside, the city centre has an important role to play.

This key role has been recognised through the development of a number of initiatives including;

- Designation of the City Centre as a Strategic Spatial Development area (SSDA) as part of the Merseyside Objective 1 programme.
- Creation of the Liverpool Vision urban regeneration company to promote the regeneration of Liverpool City Centre with a wide range of public and private sector partners.
- City Centre Living Strategy which aims to increase the residential population of the centre from 9000 to 30,000.
- Interest in a number of major development sites including the proposed Paradise Street Retail Area and King's Dock.

- Short listing of the Waterfront and part of the City Centre as a UNESCO World Heritage Site.
- Expansion of the University campuses including new library facilities and student accommodation.

Transport within and to the city centre is vital to these regeneration initiatives, both contributing to their successful implementation by providing a high level of accessibility and in managing the consequences in terms of traffic growth. For these reasons a "City Centre Movement Strategy" has been developed by Merseytravel and Liverpool City Council. This forms the basis of the transport element of Liverpool Vision's Strategy Document.

BACKGROUND - TRANSPORT ASSETS AND PROBLEMS

A review of transport provision and movements in the city centre highlighted a number of assets and also problems:

Assets

- *Lime Street Station - national rail gateway to the city.*
- *Four underground rail stations.*

- Queen Square and Paradise Street bus stations, serving over 10 million people per year.
- Queensway Tunnel / Kingsway Tunnel.
- Major multi-storey car parks.
- Mersey Ferries.
- Norton Street Coach Station.

Problems

- Lime Street has poor pedestrian crossing facilities and poor passenger information direction signing for onward movement into the city centre. It is severed from the city centre by the adjacent road system.
- Severance from residential communities and along the Waterfront.
- Rail station environments are poor, access is difficult and quality information is required.
- Bus issues including quality, 'over bussing' along certain routes and on-street layover.
- Poor public realm and lack of pedestrian facilities particularly within the city centre.
- Poor information and signing for all users.
- Management and enforcement of public realm.
- The eastern approaches to the city.

OBJECTIVES & STRATEGIES

The City Centre Movement Strategy seeks to:

- 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 measures can be funded and implemented.

These objectives could be met through a variety of approaches. Three approaches were tested using the New Approach to Assessment (NATA) techniques, as established by DETR, these were:

- A 'car free' city centre which would involve the introduction of car restraint measures.
- A car priority approach which open the city centre to all traffic
- A balanced approach which prioritised sustainable modes but also provided for access by car.

The results of the analysis indicated that the balanced approach was most closely aligned with national and local policy objectives and would produce the greatest benefits in terms of the NATA criteria.

COMPONENTS OF THE BALANCED APPROACH

The balanced approach is made up of three elements:

i. Pedestrian Priority Areas. These consist of pedestrian and cycle friendly areas but do not necessarily involve extensive pedestrianisation (see Figure 3.9). The approach would be to introduce measures

such as widened footways, improved pedestrian crossings, consistent and clear signing and better maintenance and security on an area basis.

The first area for treatment would extend from the Lime Street Gateway to the Waterfront and incorporate Dale Street, Castle Street and improved pedestrian facilities across the Strand.

Within the residential areas, the development of 20 mph/home zone approach could be used to develop the community 'enclaves'. To assist tourists a more extensive tourist trail is proposed.

ii. High Quality Public Transport Corridors. There are three elements to the public transport corridors shown in Figure 3.10:

- 1 Rail - Lime Street and the Merseyrail stations are significant city centre assets. However they are in need of upgrading including improved safety and greater staff presence, improved signing, better interchange facilities/signage between rail services and buses, taxis and pedestrian links and upgrading stations and maintenance. Developing the Central Underground Station flagship project to serve the new retail core.
- 2 High Quality Public Transport routes - Two cross-city centre routes have been identified which complement the existing rail network. These routes will form a network of high quality services operating using LRT technology and running along routes that are mostly separated from other traffic, and directly serving key areas of the city centre.
- 3 Key Bus Routes along these routes, measures will reduce delays to buses giving them priority over other traffic.

iii. Traffic/Parking Circulation Plan.

There are three elements to this strategy.

- 1 Strategic Road Network. This network will form a series of high quality access ways into the city centre while reducing the amount of through traffic, by removing a number of the existing cross city strategic routes.
- 2 Local Road Network. This network will meet local access requirements and loading /unloading requirements of local business. Many of these routes will fall within the pedestrian priority areas and will be subject to the measures described above.

Following an assessment of the main routes within the centre a series of networks have been developed these are shown on Figure 3.11. The major approaches to the city have been identified as areas for further studies and will be worked up into proposals with partners.

- 2 **Parking.** Control of parking will be an important element of the strategy. The City Council has a City Centre Parking Policy which aims to:

- ◊ *Cap parking provision in the city at 16,500 spaces.*
- ◊ *Shift the balance of parking provision from long to short stay.*
- ◊ *Provision of Variable Message Signing at the edge of the city to the major multi-storey car parks.*

◊ *Extend on-street parking control.*

◊ *Improve enforcement through Local Authority control.*

Other improvements which will be incorporated include better information for car park users and upgrading of the car parks themselves.



INTEGRATED SOLUTIONS

Southport

The transportation strategy for Southport aims to ensure the town's continuing success in retail, tourism, leisure and business.

This means maintaining good access to the town, easing circulation within the town and enhancing the environment both in the town centre and surrounding residential areas. The strategy is based around three key themes, central to all transport strategies in Sefton:

- Economic regeneration
- Attractive alternatives to the car
- Environmental improvement

In accordance with these themes, the main aims of the Southport strategy are ;

- *To manage transport demand and maximise the use of the existing transport network.*
- *To make public transport more attractive and increase its use.*
- *To manage local and visitor trips within Southport.*
- *To increase the use of non-motorised forms of transport, i.e. cycling and walking.*
- *To improve pedestrian facilities in the town centre and at the seafront.*
- *To maintain and improve the environment.*

COMPONENTS OF THE STRATEGY

The proposals for Southport Town Centre are shown in Figures 3.13 and 3.14 and described below:

Public transport interchange

The lack of adequate public transport interchange facilities in Southport will be addressed through the upgrading of the existing railway station and the provision of a new bus station and interchange next to the railway station.

Providing strong links between the new facility and the railway station will be an integral part of the proposals.

Bus priority measures

Southport will benefit from the Merseyside wide programme of bus priority measures, with selective vehicle detection provided on important bus corridors at four key signal-controlled junctions. These measures will allow buses to negotiate the junctions with minimal delay.

Parking controls

A controlled parking zone has been in force in Southport town centre since 1993. In February 2000, Sefton Council took over responsibility for enforcing parking restrictions by adopting local authority parking enforcement (LAPE) powers. An integral part of the transport strategy for Southport is to extend the controlled parking zone and impose a greater control on the numbers of vehicles entering the town centre. This will be combined with the provision of additional park and ride spaces to compensate for the reduced number of spaces in the extended controlled parking zone. The LAPE powers will enable the Council to make sure that the restrictions are effective.

Park and ride

A successful park and ride service has operated in Southport since 1993, when the Esplanade park and ride site opened. The site operates 6 days a week and contains 600 spaces with an overflow area capable of accommodating a further 900 vehicles. In February 1999, new single-decker environmentally friendly gas-fuelled buses were introduced to serve the park and ride site. A new visitor centre is planned for the Esplanade site as part of a programme of improvements to the park and ride services in Southport. The

other park and ride site at Fairways has space for 1000 vehicles and currently operates only on Sundays. This site is being improved and will be open 6 days a week during the holiday season.

However, the Council recognise that traffic entering Southport from the east (along the A570) is not served by any park and ride facilities, unless it goes through the town to the existing sites. Therefore, Sefton Council is proposing a new 1000 space park and ride facility on the eastern edge of the town, which will be integrated with both the extended controlled parking zone and the two existing park and ride sites.

Traffic management

Although Southport does not suffer significant commuter-related congestion, it does have to cope with heavy traffic levels trying to enter the town during the holiday season and for major events, such as the Air Show, the Fireworks competition and the Flower Show. The largest of these events, the Air Show, attracted 300,000 visitors in 1999, 62% of whom came by car. Management of this traffic is therefore a critical element of the strategy. Two of the main junctions on the approach to the town (Crossens and Kew roundabouts) will be re-designed to improve traffic flow and the traffic signal control system SCOOT is being introduced in the town centre to improve both circulation and through traffic flows.

We are also seeking to prepare event management strategies in co-operation with event organisers to ensure that as many people as possible are able to enjoy the experience of coming to Southport.

Cycling measures

Encouraging people to cycle instead of using their cars is an important

contribution to reducing traffic and supporting more sustainable means of transport. Segregated cycleways have already been provided along the coastal route and part of Bentham's Way and advanced stop lines have also been provided at eight junctions. There are proposals for establishing an extensive cycle network including the provision of more cycleways, marked advisory routes, signed advisory routes, advanced stop lines at junctions and a significant increase in cycle parking facilities in the town centre and at the seafront.

Pedestrian environment

The town centre shopping area is vital for the success of Southport as a whole and we are seeking to enhance this area for pedestrians. This will include measures to make the pedestrian environment both more attractive, enjoyable and, above all, safe. Significant progress has already been made along Lord Street and Chapel Street is now the centre of attention. The Council proposes the pedestrianisation of Chapel Street, which will provide better conditions for shoppers and improve pedestrian access to the railway station (and proposed interchange). Links from the town centre to the seafront are also important and these will be enhanced by the provision of more signing, pedestrian crossings where necessary and, in particular, the restoration of Marine Parade bridge and the pedestrianisation of Scarisbrick Avenue.

Environmental improvements

As an important centre for tourists and visitors, Southport's environment, in terms of air quality, sense of space, visual appearance and history is very important. Significant environmental improvements have already been achieved along Lord Street and on Marine Drive. Further schemes are proposed on Eastbank Street in the town centre and at Churchtown village.

Planning issues

Sefton Council's Unitary Development Plan is currently under review and the revised plan will incorporate the transport strategy for Southport and integrate it with the land use proposals and policies. Part of these revised strategies will be the requirements imposed on new developments for transport assessments, green transport plans and, in some cases, contributions to transport infrastructure improvements. The proposed leisure development at Ocean Plaza and the mixed retail and commercial development at Derby Road have already been subject to these requirements.

External rail links

Southport is well served by rail links to south Sefton and Liverpool (via Merseyrail Northern Line) and to Wigan and Manchester (via First North Western Trains). There is a long-standing concern in the town, however, over the absence of rail links to Ormskirk and Preston. Addressing this issue is a long term goal and will require the involvement and

commitment of several parties, including Railtrack, West Lancashire District Council and Lancashire County Council. Sefton is committed, however, to developing and improving cross-boundary links as a basis for improving Southport's external rail links.

School Travel Plans

The 'school run' is acknowledged by national Government as a significant transport management issue. One way of tackling this is to support the development of school travel plans. In the Southport area, five schools have already started to develop travel plans and these numbers will increase over the lifetime of the LTP.

Safety

Improving the safety of all transport users, especially road users, is an overarching principle applied throughout the Merseyside LTP. The rail station improvements and new bus station/interchange will include measures such as CCTV and lighting to assure passenger security. New road safety schemes for 2000/01 are proposed at the junctions of Lord Street West/Duke Street and Duke Street/Talbot Street. Road safety promotion, especially in schools, is an ongoing commitment of Sefton Council.



INTEGRATED SOLUTIONS

St Helens

St. Helens Town Centre has a Centre Manager who answers to the Town Centre Partnership Group consisting of representatives from business, St. Helens College and the Council. The Town Centre Manager conducts regular meetings with council officers and other representatives to agree the way forward on issues such as signing, car parking and other transport related matters in a working partnership arrangement.

The proposals for the town centre improvement programme are shown in Figure 3.15 and described below.

TOWN CENTRE AREAS

Core Pedestrianised Area

Pedestrians are given priority; all vehicular traffic is prohibited between 10.00 and 16.00 hours and only servicing traffic is permitted outside these hours.

Cycle parking facilities are provided on the edges of this area but cyclists are prohibited from riding through many of these areas to avoid dangerous pedestrian/cycle conflicts.

Taxi ranks and designated disabled parking bays are provided on, or as close to the edge of this area as possible to assist those with mobility impairment.

Outer Core Area

Pedestrians are still given priority by widening footways / narrowing carriageways and prohibition of vehicular traffic between the hours of 10.00 and 16.00. However, buses, cycles and in some cases taxis, are permitted through the area at all times to maintain public transport penetration particularly for the elderly and disabled.

Access Cells

Buses, taxis, cyclists, servicing and access traffic, including car parking traffic is able to gain access to the Town Centre from the Ring Road via these cells but only buses/taxis/cyclists can pass through the centre; all other through traffic is directed around the ring road. This minimises the amount of traffic inside the ring road, thereby minimising air pollution and vehicle/pedestrian conflicts.

Ring Road

Anticipated completion by the end of June 2000, this road picks up all the radial routes coming into the Town Centre and particularly those passing right through (A58, A570). Through traffic is then directed around the centre with traffic requiring access able to use the designated access cells.

Some road crossing points have already been provided to enable pedestrians and cyclists to get to and from the centre safely; further facilities are still to be introduced.

Residential Areas

There are over 800 dwellings within the Town Centre and more residential accommodation is being introduced through flat conversions above shops etc. The existing residential areas are being supported through:

- (i) traffic calming of streets to stop 'rat-running' which brings danger and pollution.
- (ii) the introduction of residents parking, where necessary, to avoid abuse by commuters and protect space for residents.
- (iii) ensuring that suitable, safe pedestrian and cycle routes link these areas to the centre.

Car Parks

A series of improvements to the

operation and condition of the car parks has been started, the overall number of parking spaces in the Town Centre (on-street and off-street) has been capped and a number of long-stay (commuter) spaces have been converted to shopper spaces.

PUBLIC TRANSPORT

Bus

A new staffed bus station has been built recently with a travel shop, CCTV surveillance and public toilets. A number of sections of highway within the centre are now restricted to bus/taxi only which reduces delay and new, high quality shelters have been introduced throughout the Centre.

Rail

Improvements are planned for St. Helens Central Station which will include an extension of the Park and Ride facilities, improved access to the car park, improvements to the station building and an improved pedestrian link between the rail station and the bus station.

CONSERVATION AREAS

The Town Centre contains one conservation area (Victoria Square) which has recently been pedestrianised and one proposed conservation area within which there are plans in the LTP to rationalise traffic flows and improve pedestrian amenity.

MOBILITY IMPAIRED

There is a free car park (18 spaces) specifically designated for the disabled and a further 15 designated on-street spaces with more to be introduced as the latest traffic and pedestrianisation work in the centre is completed.

A shopmobility scheme has now



INTEGRATED SOLUTIONS

Old Swan

Old Swan is located on the A57 Prescott Road near its junction with Queens Drive and is an important District Centre for shops and other services. It suffers major congestion and environmental intrusion as a result of the considerable amount of through traffic using the A57. The centre and adjacent junctions also have high accident rates, many of these involving pedestrians.

The existing position and the proposed measures for Old Swan are shown in Figures 3.16 and 3.17 respectively. The District Centres are an important part of the shopping provision for the City as outlined in the UDP -

"The vitality and viability of district centres will be maintained and enhanced in order to secure the best access for all the city's residents to shopping and other related facilities."

The UDP recommends they should be enhanced by:-

- Environmental Improvements, including the safety and security of pedestrians and the enhancement of open spaces.
- Improvements to the transport infrastructure - in particular to passenger transport and cycling facilities.

Old Swan is currently well served by buses although interchange between services is poor particularly between east/west and north/south movements. The Centre is accessible by foot and bicycle but facilities need upgrading. The streetscape also requires improvement and there is a general lack of focus or identity for the centre.

The Government's objective with regard to District Centre shopping is to sustain and enhance the vitality and viability of existing centres, and to

ensure the availability of a wide range of shopping opportunities to which people have easy access.

Old Swan District Centre is acknowledged as being in decline and in need of regeneration.

In order to improve its vitality and reduce environmental intrusion major through traffic needs to be decreased with road space reallocated to provide quality-integrated transport and better pedestrian linkages. In addition the Centre and Corridor review has highlighted Old Swan as a potential interchange location.

In order to reduce through traffic and encourage other modes major improvements to public transport are sought, including enhancement and extension of bus lanes, and a rapid transit system. The approach involves directing traffic to the most appropriate route for the type of journey. In this corridor the A57 would be prioritised for public transport and car traffic with local needs whilst the Edge Lane route would serve as the main strategic link for cars and freight. This redistribution of traffic to strategic routes would be achieved by signing and other measures.

Old Swan would become a major interchange location between rapid transit and bus services. This would be achieved by providing good quality passenger stops and shelters, cleaned and maintained to a high standard, together with an information strategy and real time information. Quality Bus Partnerships with operators would seek to provide for new fully accessible low floor buses with low emission engines and all vehicles would be maintained to very high standards. These measures as well as improving public transport patronage would

also result in greater use of Old Swan as an interchange with beneficial consequences for adjacent shops.

Environmental improvements to the streetscape would improve the safety and security of pedestrians and cyclists and improve the general ambience of the centre. A reduction in traffic levels through the centre would have benefits for the local environment by improving air quality and reducing noise levels making Old Swan a more attractive place to visit and shop.

Old Swan also has a good example of integration between land use and transportation planning. A retail development is proposed for the corner of St Oswald's Street and Prescott Road.

The proposal aims to reduce the number of shoppers who travel outside the centre for their main food shopping. This would help to improve the viability of existing shops in the Centre. The development's car park would be available for visitors to the existing centre thus reducing the current problems caused by the lack of adequate off street parking provision.

The number of spaces provided, however, would be below the City Councils guidelines. This is desirable given the District Centre location, the walk-in catchment area, low car ownership and the improved public transport facilities proposed. Highway works designed to ensure pedestrians can move safely between the



INTEGRATED SOLUTIONS

Corridor A

CORRIDOR A: LIVERPOOL - Bootle/Crosby/ Formby/Southport

Corridor A is a good demonstration of the great social and economic contrasts found in Merseyside, extending from the highly urbanised areas of Liverpool and Bootle in the south to the suburban towns of Crosby, Formby and Ainsdale in the north of the corridor.

The transport strategy for the corridor (shown in Figure 3.18) therefore needs to address these considerable differences and make sure that the very different transport needs of the people in the corridor are met. The basic principles underlying the strategy for Corridor A are :

- to support economic regeneration, especially in the south of the corridor;
- to manage transport demand and maximise the use of the existing transport network;
- to make public transport more attractive and increase its use;
- to increase the use of non-motorised forms of transport, i.e. cycling and walking;
- to improve pedestrian facilities within and access to local district centres;
- to maintain and improve the environment.

COMPONENTS OF THE STRATEGY

Bus improvement corridors

The A567 (Stanley Road) from Liverpool through Bootle, the A565 through Waterloo, Crosby and up to Ainsdale and the B5422 (Gorse Lane) to Netherton have been identified as bus improvement corridors. A package of bus priority measures, including bus lanes in some locations and selective

vehicle detection at key signal-controlled junctions will be provided through the LTP. These measures are designed to reduce bus journey times and improve reliability on these key routes. In addition, there will be improvements to bus interchange facilities in Crosby and Netherton as part of the Merseyside wide interchange strategy.

Railway stations and park and ride

The Merseyrail Northern Line is the public transport spine of Corridor A. Station upgrades and increased provision of park and ride spaces are proposed at Waterloo, Hall Road, Blundellsands, Formby and Birkdale. Sandhills station forms a vital interchange between the Southport, Ormskirk and Kirkby line services, and also forms the hub for the 'Soccerbus' link to the football grounds.

This service was trialled successfully last season and is seen as an increasingly important part of the football match day strategy to reduce car borne trips in the corridor. Station upgrades and improved pedestrian links are also proposed at Seaforth and Litherland and Bootle, Oriel Road (part of the Bootle strategy). These will complement upgrades to the city centre stations and will help to increase the attractiveness of travelling by rail, especially for commuters, and improve accessibility and the level of security (and perception of personal safety) at stations.

Pathways Areas and Strategic Spatial Development Areas (SSDAs) links

The corridor contains several important economic regeneration areas, in particular, the Atlantic Avenue SSDA. Providing transport links to these development areas is vital to enable local people, especially in the more deprived North Liverpool, Bootle and Dunnings Bridge Pathways areas, to

gain access to job opportunities. Establishing and strengthening these links are priorities for the walking, cycling and public transport components of the strategy. This is particularly important because of the relatively low levels of car ownership in the Pathways areas.

Freight management

Freight movement, especially road freight, is a major issue in the southern part of the corridor, particularly associated with Liverpool docks and the Freeport. The Merseyside Freight Strategy has recommended the concentration of freight activity in certain areas and this could have significant implications for the corridor. Completing the upgrade of Atlantic Avenue (A565) in Liverpool and improvements in freight route signing will help to address the issue in the short term. In the long term, however, further measures will be required and a detailed study of the existing freight route infrastructure will be undertaken within this LTP period as a basis for developing longer term proposals.

Traffic management

The A565 through Crosby and the A5036 (Dunnings Bridge Road) experience some weekday peak hour congestion. The problem is worst at the Switch Island junction (A5036/A59/M57/M58). To address this problem the whole junction is being remodelled, with Phase 1 completed and Phase 2 expected during the LTP period. Once Switch Island is completed, the traffic signal control system SCOOT will be used to manage traffic flows along the A5036. Two of the main junctions on the A565 will also be re-designed to improve traffic flow. Detrunking of the A565 will give Sefton Council greater opportunity for developing traffic management schemes along this route. Completion of the A565 upgrade in

Liverpool and the introduction of SCOOT, will be complemented by further capacity reallocation measures on parallel routes including pedestrian and cycling measures to support redevelopment of the docks at the southern end of the corridor. In the densely populated residential areas in the south of the corridor, numerous traffic calming schemes have been completed and more are proposed, for example, in Waterloo.

Cycling measures

Encouraging people to cycle instead of using their cars is an important contribution to reducing traffic and supporting more sustainable means of transport. There are proposals for establishing an extensive cycle network (particularly between Pathways areas and SSDAs) including the provision of more cycleways, marked advisory routes, signed advisory routes, advanced stop lines at junctions and a significant increase in cycle parking facilities in district centres and at transport interchanges.

Pedestrian environment

The district centres of the corridor are economically and socially important and we are seeking to enhance access to and within these areas for pedestrians. This will include measures to make the pedestrian environment both more attractive, enjoyable and, above all, safe. These include the provision of new pedestrian crossings, upgrading the urban footpath network, Phase 4 of the Crosby pedestrianisation and measures to reduce the effects of severance along the A59 Scotland Road and alleviate the detrimental effects the road has on the community of Vauxhall.

Air quality assessment and management

The review and assessment of air quality, which is a legal requirement on all local authorities, has shown that

there is a risk of failing to meet national air quality objectives along all the major roads in the corridor (A565, A5038, A5036, A5058, A5090). This means that they will all be subject to more detailed assessment. If this still shows a failure to achieve the objectives, the local authority will have to declare an Air Quality Management Area and prepare an Air Quality Action Plan to improve air quality.

Planning issues

Sefton Council's Unitary Development Plan is currently under review and Liverpool City Council will be commencing a review of theirs in the autumn. These revised plan's will incorporate the LTP strategy and integrate it with the land use proposals and policies. Part of these revised strategies will be the requirements imposed on new developments for transport assessments, green transport plans and, in some cases, contributions to transport infrastructure improvements.

School Travel Plans

The 'school run' is acknowledged by national Government as a significant transport management issue. One way of tackling this is to support the development of school travel plans. In Corridor A, three schools have already started to develop travel plans and these numbers will increase over the lifetime of the LTP.

Safety

Improving the safety of all transport users, especially road users, is an overarching principle applied throughout the Merseyside LTP. The rail station improvements will include measures such as CCTV and lighting to assure passenger security. All traffic management, cycling and pedestrian schemes will incorporate measures to improve safety. Road safety promotion, especially in schools, is an ongoing commitment of both Liverpool City and Sefton Councils.



INTEGRATED SOLUTIONS

Wirral Waterfront

The Wirral Waterfront SSDA covers the main employment corridor along the eastern coastline of Wirral, from New Brighton in the north, to Bromborough in the south. It comprises an area of 1,977 hectares and serves an employment base of 35,000 people. It contains 180 hectares (80%) of Wirral's employment land, 90% of which is brownfield.

Contained within the SSDA are the whole of the Hamilton Quarter (Wirral SRB1 area), the major part of Lairdside (SRB2), part of New Wallasey (SRB3), the whole of Birkenhead Town Centre and the Wirral International Business Park (WIBP), which is one of the 11 Regional Strategic Sites in the North West Regional Development Agency Regional Strategy. The area therefore contains the major employment development opportunities within Wirral, particularly concentrated at Lairdside, WIBP, and Wirral Docklands.

The SSDA contains varied transport infrastructure. The main north-south movements are catered for by the A41 road, which is also a SMART bus route serving Birkenhead, Rock Ferry, Bromborough and Eastham, and the Merseyrail Birkenhead-Chester rail line. Both Mersey road tunnel entrances are located within the SSDA, as are both Wirral's Mersey Ferry terminals. Birkenhead Centre contains the Borough's main bus station. Other areas within the SSDA are also served by the Merseyrail West Kirby and New Brighton lines.

The main transport problems are severance of the communities of Wallasey and New Brighton due to the Docks; unnecessary through and long distance traffic in Birkenhead Centre due to the lack of an adequate ring road; poor interchange facilities at Woodside, Hamilton Square and Conway Park Station/Birkenhead Bus Station; severance of the employment opportunity

areas from Pathway areas by the A41; congestion on the A41 which is at or above practical capacity at peak times; and poor east-west links form the SSDA.

KEY STRATEGY ELEMENTS

The transport initiatives outlined in Figure 3.19 are designed to address these problems.

- The Mollington Link Extension and associated viaduct works will improve traffic circulation and help to remove non-essential traffic, particularly HGV's from the Town Centre;
- Variable Message Signing (VMS) will aid movement across the Docks, particularly following the development of the Twelve Quays Roll-on Roll-off (Ro-Ro) terminal;
- Public transport improvements will increase the viability and attractiveness of more sustainable modes, particularly the introduction of SMART 2 into Wallasey area and the proposed interchange improvements;
- Pedestrian severance is addressed by schemes at Green Lane and the A41 roundabouts, and at Bromborough;
- Junction improvements on the A41 will particularly aid bus and essential freight movements; and
- The re-opening of the freight link to Wirral Docks will introduce a new freight mode and reduce some HGV movements.



INTEGRATED SOLUTIONS

Kirkby/Gillmoss

The Kirkby-Gillmoss SSDA covers an area of around 900ha mainly zoned for industrial/business use. It is located by junctions 4 and 5 of the M57 Motorway and has direct access onto the A580 East Lancashire Road.

It lies partly in Knowsley and partly in Liverpool, and includes the Knowsley Industrial and Business Parks to the east of the M57 and the Aintree and Gillmoss Industrial Estates to the west of the M57.

This SSDA is home to many firms of national and international status, some long-established in the area, others having arrived in recent years. Across the SSDA as a whole, there is however, a considerable area of land available for new development to provide more employment

It is recognised that for regeneration to be sustained, constant attention is required. For example, the Knowsley Industrial Park Partnership Board has overseen regeneration in its area in recent years and continues to strive for the ongoing prosperity of the Park. It has been active in the development and promotion of the schemes described in this section.

The objective is to ensure that transport infrastructure:

- Supports the prosperity of existing firms,
- Helps attract new investment, leading to additional employment opportunities.
- Is responsive to needs of the private sector as they are known now and as they emerge over the life of the LTP.

To achieve these aims, the following issues have been identified with appropriate schemes identified in the programme:

1. Opportunities for freight to be transported by rail are being exploited. A new rail terminal is under construction with the prospect of further extensions. The objectives are to minimise the number of HGVs on the road, and to widen the logistics choices for firms in the area.
2. Most freight and goods will still travel by road, so access to the strategic highway network must be of high quality and sufficient capacity. Schemes are included in the programme to safeguard this position.
3. Two new junctions on A580 East Lancashire Road, (one under construction and one proposed) will open up additional areas of land for development
4. Access by public transport from the surrounding Pathways areas is to be improved with Bus priority measures, a new SMART route, an ECO bus feeder into the estate, and line 1 of the LRT



INTEGRATED LAND USE AND TRANSPORT PLANNING

It is essential that transport planning is closely integrated with land use planning to ensure that we promote more sustainable communities where access is improved for all in the community.

Through land use planning the Partners have the opportunity to:

- reduce the demand for travel and encourage more sustainable lifestyles by locating new developments at accessible locations, or close to public transport, walking and cycling routes; and
- encourage the development of a sustainable transport network

THE STRATEGY FOR MERSEYSIDE

The underlying principle for Merseyside is its regeneration in a sustainable and inclusive way. The strategy adopted to deliver this is based on a hierarchy of discrete, yet complementary, elements:

- Primarily to focus on the regeneration of Liverpool City Centre as the main “economic engine” of Merseyside. This will generate a cascade of positive benefits throughout the Mersey region.
- A focus on the existing town and local district centres across Merseyside, with the aim of reinforcing and supporting their roles within the local communities, through site-specific packages of integrated transport measures.
- The development of the Strategic Spatial Development Areas (SSDAs) and Pathway areas which offer the potential for concentrated areas of economic regeneration and new employment opportunities.

This hierarchical approach, as shown in Figure 3.21, is fundamental to both making best use of existing assets and facilities, and achieving the level of regeneration which Merseyside is striving for. Merseyside’s strategy, therefore, is based on the alignment of transport planning and land use issues, achieved through integrated design and planning solutions offering real alternatives to car travel to, within and from these targetted areas (see the examples for the city centre, Southport town centre and Old Swan district centre contained in “Integrated Design Solutions”).

Similarly, the strategy and programme of schemes proposed in the 5 Year Plan and the 10 Year Strategy have been devised with a view to implement the high quality public transport measures in years 1 to 5, ie, putting in place “the alternatives”, with years 6 to 10 then focussing on the demand management measures. It is within years 6 to 10 that many of the strategic Park & Ride sites will be implemented, however, issues of securing land and appropriate land use zoning will be required in earlier years to ensure compatibility with the five UDPs.

CONSULTATION FEEDBACK

Public consultation showed that:

- *People like to live in and visit environmentally attractive urban areas;*
- *Businesses like to locate in areas offering a high quality urban environment; and*
- *A better and more balanced mix of transport choices should be provided, to reduce car dependency and use.*

THE STRATEGY FRAMEWORK

The four local authorities have all adopted their Unitary Development Plans (UDPs), and Liverpool City

Council’s is shortly to be adopted. Reviews of the UDPs are now ‘on hold’ pending the production of revised Regional Planning Guidance (RPG).

The LTP pays regard to the draft RPG (including the draft Regional Transport Strategy), although the RPG will only be at the public consultation stage by the time of the submission of the LTP.

In addition, the Merseyside local authorities, in association with Halton Borough Council, have produced ‘the Strategic Planning Framework for Greater Merseyside 2000-2021’ to assist in the review of the authorities’ UDPs and also to feed into the development of the RPG. The ‘Strategic Planning Framework’ supports the objectives and the priorities of the LTP.

At present the Merseyside local authorities have decided against the production of Interim Transport Planning Statements (special Supplementary Planning Guidance). The view has been taken that the LTP will, as a statutory document subject to the progression of the Transport Bill, act as an interim statement of the partners’ transport policy. Clearly the local authorities will monitor this situation with particular reference to the progress of Planning Policy Guidance Note 13 (PPG13), the RPG and their UDPs.

OPPORTUNITIES

The land use planning system will play an increasingly important role in ensuring that the partners help improve accessibility for all whilst fostering less car dependent lifestyles. Land use planning also plays a major role in helping to increase social inclusion by locating all new residential development close to existing well served public transport routes as well as providing a better diversity of services within an area. Many of the social exclusion problems faced by disadvantaged groups (isolation of elderly and young

people for example) are deeply rooted in the way we have structured the urban area. We need to foster more sustainable and equitable communities.

This policy has the added benefit of ensuring that we make the best use of the existing transport network of the area.

THE LOCATION OF DEVELOPMENT

Within the UDP reviews, the local authorities will each encourage the following land use priorities in order to meet the LTP Objectives:

Use of Brownfield Land: The majority of development opportunities identified within the UDPs concentrate new development on brownfield land (previously used land) sites within existing urban areas which are often close to existing main road and public transport corridors. This will help to ensure that travel and freight movement demand generated by new developments are well catered for.

Special emphasis will be placed on ensuring that all new major development is located at accessible locations on the Merseyside Core Bus Route Network or at key transport interchanges. Inner urban areas often offer the best opportunities for this type of new development.

Presumption against further edge of town development: In order to encourage less car dependent lifestyles the Merseyside local authorities will pursue policies which

discourage new development (residential, commercial, retail and industrial) from locating at sites on the edge of the urban area. Development will instead be encouraged to locate at sites within the heart of the urban area, and will maximise accessibility to the whole community.

Increasing urban densities: More compact urban densities and higher residential densities will play a major role in helping to foster less car dependent lifestyles. Where possible we need to deliver higher density residential development at locations or on sites well served by the existing Core Public Transport Network. Higher urban densities can also support a richer and more diverse range of facilities for local communities helping to improve choice and the quality of life for all in the community.

Promotion of more mixed use development: land use and transport policies will seek to foster the development of more mixed use developments. Closely tied in with the need to increase urban densities, a better mix of complementary land uses in order to reduce the need for communities to travel for key services, shopping and employment opportunities. Such developments should be planned in line with the adopted Road User Hierarchy so that pedestrians, cyclists and public transport have priority over the car. The UDPs will consider the promotion of the 'Urban Village' concept to help meet the above objectives.

Strengthening the role of existing urban centres: A key element of the LTP and UDPs is to further enhance the attractiveness and vitality of existing urban centres across Merseyside, in line with PPG 6 and draft PPG 13. Concentrating development and regeneration activity in the existing urban centres can therefore encourage the use of sustainable forms of transport. It also plays a major role in helping to increase social inclusion as centrally located services are easier to access than those located on edge of urban area car dependent locations. Key transport investment priorities will be to improve public transport links to the centres and improve the environmental quality in the centres (including better traffic management, improved air quality and greater priority to pedestrians and cyclists).

Promotion of Car-Free Developments: Car free developments can play an increasing role in helping to foster less car dependent lifestyles. This type of development can play an important role in the regeneration of the existing urban centres, especially Liverpool City Centre. The City Council will work with developers to bring forward proposals to create more car-free high density residential development within the City Centre. Car-free developments work well where quality alternatives (pedestrian, cycling and public transport services, and in particular, car-share clubs) are in place.

ADDRESSING THE TRAVEL DEMAND OF NEW DEVELOPMENT

As planning authorities, the local authority partners are responsible for ensuring that the travel demands of development are met in as safe and sustainable a manner as possible.

For major developments, transport assessments (TAs) - as proposed in draft PPG13 - will be required which will examine the potential for the travel demand to be met by, in order, walking, cycling, public transport and private car - and identify the measures required to achieve this.

Hence, rather than the simple provision of car parking to meet the travel demand, developments will be required to:

- Include measures which promote walking, cycling and public transport use;
- Consider the adoption of green commuter and travel plans;
- Support identified measures which will help meet the travel demand in accord with the LTPs objectives
- Provide car parking taking account of the above and the adopted maximum parking standards.

Accessibility profiling criteria will be developed to assist the above process (see also 'Demand Management').

THE IMPLICATIONS OF TRANSPORT INFRASTRUCTURE

In reviewing the UDPs, the Partners will pay particular regard to the following elements of the transportation strategy, particularly in relation to:

- Locating development within a sustainable transport network;
- Safeguarding land for transport infrastructure;

- Seeking developer contributions towards measures which will address the travel demand of developments
- Public Transport Interchanges
- Traffic Management, including Bus Priorities (Draft PPG 13 advocates that routes subject to traffic management proposals and bus priorities should be indicated in UDPs).
- Cycling and Walking Strategies (routes and facilities should be included in UDPs as well as adopted cycle parking standards).
- Quality Bus Partnerships and Contracts (Contracts may specify routes which could have land use implications in terms of preferred locations for development.)
- Quality Freight Partnerships (Could have significant land use implications for UDP's in terms of routes, transfer to rail, safeguarding land for inter-modal sites, air quality and noise pollution)
- Parking Strategy (As part of Demand Management, to cover strategy, controls and charges)
- Major Schemes (Major schemes have obvious UDP implications in terms of safeguarding land)

helping to reduce the impact that transport has on communities across Merseyside. In particular, consideration will be given to issues of noise, visual intrusion and physical severance both of new infrastructure as well as the existing transport network.

- Road User and Workplace Parking Charges (Land use implications will be indicated in UDPs)
- Road User Priorities and Road Space Re-allocation (Again this is advocated in PPG 13 for inclusion in UDPs)
- Park & Ride sites, as part of the countywide strategy.

In addition, land use planning and development control powers of local authorities will play an important role in



ACCESSIBILITY FOR ALL

The Local Transport Plan aims to:

- **Ensure the needs of all the community are met**
- **develop a fully accessible transport network**

A fully accessible public transport network will be better for the whole community. Everyone will find that travelling becomes easier and more convenient. For a significant group of people, this will transform their lives. It will mean that they can go places, do things and be independent in ways that they could never do before. This will in turn benefit employers, community groups and other public services.

Initiatives to ensure that the needs of all the community are met include Shopmobility and Merseyside Community Transport which has been established to help identify and meet the demand which would otherwise be ignored.

In promoting accessibility for all the partners recognise the need to meet the requirements of the Disability Discrimination Act to ensure that the rights of everyone to use the transport network are met.

MEETING THE NEEDS OF ALL THE COMMUNITY

MERSEYSIDE COMMUNITY TRANSPORT

Merseytravel has facilitated the development of Merseyside Community Transport (MCT) as a company limited by guarantee and with a remit to develop locally based transport solutions at a community level.

Community transport is a valuable tool with which to tackle economic and social problems in local communities.

Community transport, as a community led activity, often makes effective and imaginative uses of various forms of available and limited resources, paying particular attention to their passengers and serving local needs.

Detailed research taken within the designated Pathways areas in Merseyside has shown a large measure of demand for locally based schemes to address particular local issues. Despite a significant public transport network throughout Merseyside, particular shortcomings in the needs it can meet have been identified throughout the area. The groups affected by these shortcomings are generally some of the most vulnerable in society. Without solutions to these transport gaps being developed, these individuals will miss

out on opportunities to improve their financial position, their health and their quality of life.

MCT recognises the need for local communities to be involved in developing and promoting the solutions to their own transport problems. Dispersed job and training opportunities in areas not served by adequate public transport make them impossible to access by people who do not have their own transport. This means that some individuals may be barred from obtaining the skills they need to move through the intermediate labour market, it also means employers may not achieve the workforce they wish, local facilities will not receive the custom they require and the development of new businesses and new community groups will be held back.

In Merseyside, as in other parts of the UK, the existing community transport activity concentrates on the traditional role of group hire and transport provision focussed on the needs of the elderly and disabled. These services will always be required of course but a broader view of transport problems affecting the wider community, including the unemployed and younger individuals needs to be taken.

MCT is now involved in seeking new forms of solutions and bringing these about. Established community transport

projects are being encouraged to broaden their view and their range of services. The role envisaged for them is something new and will require assistance and resources to undertake the significant proactive development of these new areas of provision.

A community transport operator's forum has been established by MCT to encourage and promote new ideas and developments in the provision of their services. The forum will also develop quality standards in Community Transport (CT) training and service provision to ensure communities are getting best possible service.

New and innovative transport links will be developed within the communities to provide access to employment opportunities, which are often away from existing centres and often work 24 hours with short shift working, much of which is targeted at women. These links will be provided by fully accessible vehicles driven by trained volunteer drivers from within the communities they are serving. Similar services will be

provided to training opportunities outside the local area, giving a wider choice to individuals wishing to access them in order to improve their employment prospects.

Training opportunities that already exist in some of the projects will be developed to provide the training and support that will lead to improved employment prospects for individuals, training such as minibus driver training, vehicle maintenance, customer care and transport operation will give individuals the confidence and ability to enter the employment market.

MCT will co-ordinate CT services by the introduction of a centralised booking service so that vehicle downtime can be identified and used to provide services to other areas, thereby making full use of resources that have never reached their full potential. A central purchasing unit is also being developed so that projects will be able to benefit from bulk buying and the money saved can be used to provide improvements and extensions to their services.

A new project in the Netherton area of Liverpool will reflect many of the points raised below. The project has grown from an idea to a complete scheme and now provides a valuable service to the local community. The project is run by a management committee made up of local people who know the transport needs of the area and want to do something about meeting them. The project is providing transport services to employment and training as well as transport for community groups to allow them to widen the range of options to their members. The project has attracted 30 volunteers, most of whom have never done any other voluntary work.

Volunteers are being trained through the project in the areas of safe minibus driving, customer care, disability awareness and first aid. There is a real sense of ownership of the scheme by the local community because they have been involved in its planning,

development and establishment and are now involved in its operation.

SHOPMOBILITY

Increasing numbers of towns and cities across the country are introducing Shopmobility schemes. Merseyside has been in the forefront of developing these schemes with its residents and visitors already benefiting from a network of Shopmobility schemes.

Shopmobility schemes form a vital part of a balanced package of measures aimed at improving accessibility within our town and city centres for mobility impaired people. It is a service designed to meet the access and mobility needs of disabled or older visitors, whether travelling by public transport or by car.

These schemes which are usually located in Shopping Centres, lend manual and powered Wheelchairs and Scooters to people who cannot walk, or cannot walk very far. The mobility aid a person borrows enables them to conduct business or go shopping typically within a 2-mile radius of the Shopmobility unit.

The great advantage of Shopmobility schemes is that they give people a great deal of independence. Shopmobility is available to anyone, young or old, no matter whether their mobility impairment is temporary or permanent, or caused by illness accident or ageing.

There is clear evidence that Shopmobility schemes do generate welcome additional economic activity in

town and city centres that have schemes. In a report by the British Council of Shopping Centres, people using Shopmobility schemes spend more on average per visit than the national average. Furthermore 30% of Shopmobility users shopped more than once per week. 61% brought a companion who also shopped and a further 15% brought 2 more people with them. Research suggests that Shopmobility generates local trade and that the absence of Shopmobility means a loss of business to the town centres or, indeed, a gain by a competing town.

There is another good reason why Shopmobility should be promoted and encouraged. The populations of most western countries are becoming older.

In Merseyside there are number of Shopmobility schemes principally run by the community / voluntary sector. Dedicated full time Shopmobility schemes are currently operating in Liverpool City Centre (Clayton Square Shopping Centre - run by MCVS), Birkenhead and Wallasey town centres (run by the Wirral Association for Disabled People). A new scheme is planned to open in St. Helens in the Autumn of 2000.

In addition two new permanent schemes are due to open in 2000. This includes a new scheme in Southport operated by a voluntary organisation called Sefton Carers.

In addition MCVS operate a mobile Shopmobility unit which visits key secondary centres across Merseyside at set days during the week. The mobile unit visits the following centres:

Monday:- Asda Hunts Cross ;

Tuesday:- Belle Vale Shopping Centre;

Wednesday:- Kings Dock Car park, Albert Dock Complex, Liverpool.

Thursday:- Belle Vale Shopping Centre; and

Friday:- Kirkby Market.

Over the next couple of years MCVS are keen to launch a new Shopmobility scheme to serve communities in the Toxteth and Dingle areas of Liverpool. The scheme will be launched in close partnership with local community groups and will have to reflect the rich mix of cultural, religious and racial backgrounds in these areas.

VIEWS OF SHOPMOBILITY USERS.

Mr Jarrold is a regularly and committed user the Shopmobility scheme at least once per week, using Merseylink to travel to and from the City Centre.

He says: "Merseylink and Shopmobility give me the independence to visit town without having to rely on friends and family. As I have been a member for of the scheme a number of years now, I actually help train new volunteers for the Travel Companion scheme. Shopmobility is a "must" in the new Local Transport Plan"

Mary Roberts is another regular weekly user of the scheme. Again she travels to the scheme by Merseylink and makes regular use of the Travel Companions.

She says: "Shopmobility is great it is a real

help. I cannot use the electric scooters therefore the Travel Companions are essential."

John and Allen are currently completing their GNVQ Care Studies course through the MCVS, and spend approximately one day per week as Travel Companions.

John said:- "The course has really opened my eyes to the real benefits Shopmobility gives people. You can really see them pick up when they come to the Centre. Although the scheme is good there is still much to do to make the City Centre more accessible. For example whilst dropped kerbs have been introduced there are still some important crossings that still do not have dropped kerbs, so the Local Transport Plan will need to listen and take note of real people's concerns."

A FULLY ACCESSIBLE TRANSPORT NETWORK

MERSEYSIDE 'CODE OF PRACTICE ON ACCESS AND MOBILITY'

The Partner Authorities in consultation with the local disabled people's groups have together published a 'Code of Practice on Access and Mobility', and have adopted it as supplementary planning guidance.

The Code of Practice, which is intended for the guidance of developers and Local Authority service providers, gives good practice and legislation standards covering planning, building highways and transport issues. It is

available on CD-ROM and on request in other formats.

MERSEYTRAVEL'S ACCESS STRATEGY

Merseytravel has developed a Public Transport Access Strategy which aims to develop a fully accessible public transport system in Merseyside.

Access improvements will provide specific benefits to a wide range of public transport users. These users include:

- People with walking difficulties
- People who use wheelchairs or other mobility aids
- People with restricted vision (both blind people and those who are partially sighted)
- People with restricted hearing (both deaf people and those who are hard of hearing)
- People who have difficulty communicating
- People who have learning difficulties
- People with physical and mental health problems
- People of large or small stature
- People who are frail or have restricted stamina
- People who are encumbered with luggage, buggies or prams
- People with small children
- People who do not feel confident or secure using public transport
- People with multiple disabilities.

Table 3.11 opposite identifies some of the issues which will be taken into account in the design of transport services.

In addition to the service provisions listed in the Merseytravel Access Strategy. Merseytravel has commissioned a number of fully accessible bus stations, and identified the provision of a number of new accessible railway stations, and the refurbishment of existing stations to make them accessible. Merseyrail trains have spaces for passengers using wheelchairs, and First North Western trains are being equipped with ramps for helping passengers board and alight. The provision of Merseyrail Electric's trains with ramps is being investigated. Major stations and bus stations have accessible toilets. Information is made available in other formats for blind and partially sighted people. Telephone contact lines are equipped with Minicomms, and enquiry offices with Induction Loops.

A number of staff have received basic British Sign Language training. Information is circulated directly to disabled peoples' organisations and information centres. Merseytravel won a "See it Right Award" from the Royal National Institute for the Blind in 1999. Disability awareness training is included in the induction course for new employees in the Partner organisations. Additionally, a programme of Disability Awareness training courses for all its staff is in train, to update and revise their knowledge.

ONGOING CONSULTATION ARRANGEMENTS

Each of the five Districts, in conjunction with Merseytravel, consult their local access groups and disabled peoples' organisations on a regular basis to help ensure that issues are brought to the attention of the Partners.

For example the Merseytravel Advisory Panels, meet in each of the five Districts to discuss local transport issues, including access to the transport, with local residents.

Merseytravel also hosts a Merseyside Women's Forum, which has a number of co-opted disabled Members and a Transport Access Panel whose co-opted members are drawn from disabled peoples' organisations across Merseyside.

The provision of accessible public transport will grow so that an increasing

number and proportion of trips by the disabled can be made spontaneously.



IMPROVING SAFETY

The safety of people as they use the transport network is of paramount importance.

The Local Authorities and Police have developed a Road Safety Strategy for Merseyside, which:

- Describes the nature and size of the problem of Road Casualties
- Sets Local Targets for Casualty reduction in the context of National Targets including specific Targets to reduce injuries to Children
- Provides a Plan of Action for the Partners and other Agencies
- Creates a framework for Monitoring
- Identifies and encourages Partnership working throughout the process

A ROAD SAFETY STRATEGY FOR ALL MERSEYSIDE

The five Highway Authorities and Police, have worked together, to produce the following Road Safety Strategy for the whole area of Merseyside.

Many other organisations and

individuals have also played a part in its preparation, particularly through consultation on the Local Transport Plan. These are discussed later, because the partnerships and relationships so formed are expected to play a significant role in future actions to deliver the plan.

THE CURRENT PROBLEM

In 1999, there were 9,957 casualties in traffic accidents recorded by the Police on the roads of Merseyside. At this scale of problem, the lives of most people in the area will have been affected directly or indirectly by a road accident in recent years, with effects ranging from disruption and trauma through to serious injury or death.

There is extensive information collected by the Police about each accident in which someone is recorded as being killed or injured. The study of these facts provides an understanding of the trends and characteristics in Merseyside, and how these compare with other areas.

Table 3.12 compares the average annual number of casualties for the period 1995-1999 and the 1981-85 base period.

In 1987, the local authorities on Merseyside supported Central

Government's target for a reduction of one-third in the number of casualties. As shown in Table 3.12, there has been a decrease of this order in respect of the number of casualties killed and seriously injured. However, there has been an accompanying increase of 50% in the number of casualties reporting minor injuries.

The overall increase in 'slight' injuries is entirely accounted for by an increase of almost 200% in one sector, namely: occupants of cars who have reported injury in multi-vehicle collisions.

Research by TRL, sponsored by the North West Regional Road Safety Group has shown that there are parts of Merseyside and Greater Manchester which have been particularly affected by increases in this kind of casualty, to a greater extent than elsewhere in the Country.

COMPARISON WITH ELSEWHERE

A comparison is made in Table 3.13 of casualty rates per 100,000 population between Merseyside, the North West Metropolitan Areas across the Country (exc London) and Great Britain as a whole.

The above table demonstrates (row 3) a substantial increase in the rate of slight casualties compared with the wider areas.

However, it also shows in row 2 that the rate of fatal and serious casualties is lower than in other parts of the country in both the original base period 81 to 85 and the review period of 94 to 98.

Other points to note are (from row 4) that although the rate of child pedestrian casualties in Merseyside has fallen, it is still higher than in the wider areas. Also shown is a rapid increase in the rate of child 'in-vehicle' casualties (row 5). Taking these two together places Merseyside high in priority for child casualties and in consequence further investigation is being made.

CHILD CASUALTIES

Figure 3.10 shows the distribution of child casualties across Merseyside as either pedestrian or vehicle occupants. This shows a disproportionately high number of child pedestrian casualties occurring in Pathways areas which are the places of greatest deprivation. Not surprisingly the 'in-vehicle' child casualties are more widely distributed.

Further analysis of the accident records has confirmed that younger children are more likely to be hidden from view by vehicles (masked) and that a much higher proportion of such casualties occur on residential roads rather than the main road network.

NEW NATIONAL CASUALTY

REDUCTION TARGETS

In March 2000 the Government's Road Safety Strategy Review - "Tomorrows Roads - Safer For Everyone" announced a series of new 10 year targets for the reduction of road accident casualty rates. By the year 2010 the following improvements are proposed compared to the revised base period of 1994 to 1998: (see Table 3.17)

- a reduction of 40% in the number of people killed or seriously injured; together with
- a reduction of 50% in the number of children killed or seriously injured
- a reduction of 10% in the slight injured casualty rate (per 100 million vehicle kilometres)

These new national targets are even more challenging than those set in the 'Saving Lives: Our Healthier Nation' White Paper which seeks a 20% reduction in the rate of road accidents by 2010, although they clearly move in the same direction.

NEW MERSEYSIDE CASUALTY REDUCTION TARGETS

The relatively low rate of serious and fatal casualties suggests that the new targets will present a particular challenge on Merseyside. Therefore the

partners believe that the new National Targets are appropriately onerous and should be adopted.

In addition, a further target is proposed to strengthen the focus on child pedestrian casualties for:

- a reduction of 20% in the number of children pedestrian casualties suffering minor injuries

The partners have noted that they are unable to undertake a strict interpretation of the Government's target for the reduction in the rate of slight casualties per 100 million vehicle kilometres because there are no reliable figures for vehicle kilometres travelled on non-principal roads, and the casualty rate as per the target, for principal roads.

For now, on Merseyside it is proposed simply to monitor the total number of slight casualties on non-principal roads, the effect of a 10% reduction being shown in Table 3.14.

ROAD SAFETY - WIDER VIEWS

Issues relating to Road Safety arose during each stage of the Public Consultation with responses via Questionnaires, Focus Groups and representative sampling through the Citizen's panels.

The views expressed were as follows:

- The need to improve road safety and

levels of security across the transport network.

- Over 80% were concerned about the speed of traffic and this was by far the highest priority road safety issue identified.
- Strong support for Traffic Calming in the vicinity of Schools and residential areas
- The need to improve walking and cycling routes, especially their safety.

HEALTH

The Directors of Public Health for Merseyside, in their Annual Report 1999, noted that between 1995 and 1997, 33% of all male deaths were transport-related. This was the largest cause of death among males as a whole. In the same period 20% of all female deaths were transport-related.

This was referred to in the Health Impact Assessment of the Merseyside Local Transport Plan, which made a number of recommendations to reduce accidents and improve safety, summarised as follows:

- Need to segregate cyclists and pedestrians from other road traffic where possible
- The poorest fifth of the population have the highest risk of death or injury from road traffic, and traffic calming schemes should be targeted to take this into account.
- High-quality cycle-training should be promoted for adults
- Accident prevention should be targeted at young men aged 17-25 for whom road traffic accidents are a major cause of death and disability
- The Merseyside Transport Health and Environment Forum should work with the Merseyside Health Action Zone (HAZ) and Merseyside Police to reduce alcohol consumption on public transport and

in relation to drink-driving.

- A bid should be submitted for HAZ funding to extend accident intelligence.

PLAN OF ACTION

The Road Safety Strategy provides the framework for a Plan of Action in the Business Plans of the Local Authority Partners, the Police, and many other Agencies who address Road Safety Issues.

LOCAL AUTHORITIES

There is direct action by the LAs as Highway and Planning Authorities on a range of policy areas included here and elsewhere in the LTP:

- *Accident Analysis*
- *Education Training and Publicity*
- *Local Safety Schemes*
- *Traffic Calming and areas of Urban Safety management,*
- *Safety Audit of all highway schemes*
- *UDP policies requiring safety measures to be incorporated within new developments*
- *Walking strategy*
- *Cycling strategy*
- *Motorcycling strategy*
- *Economic Regeneration & Travel to work plans*
- *Travel to school plans including 'Safer Routes'*

Other areas of LA responsibility with important safety links, including:

- *Education*
- *Social Services*
- *Licensing*
- *Leisure*
- *Health Improvement Plans*

POLICE

- *Operational traffic safety and accident scene management*
- *Data Collection and Analysis*
- *Targeted Enforcement*

ROAD SAFETY EDUCATION, TRAINING & PUBLICITY STRATEGY (ETP)

Whilst supporting the National campaigns launched by the DETR, localised Education, Training and Publicity programmes are developed using local accident data. They take account of changes in trends and target groups, together with revisions in teaching and training methodologies to continually check and monitor the effectiveness of existing ETP programmes.

Significant resources continue to be devoted to facilitating Education, Training and Publicity initiatives within Merseyside, with 20.5 full time staff dedicated to developing both contemporary and effective local ETP programmes which amount to approximately £110,000 annually.

ETP DEVELOPMENT & DELIVERY - LOCAL PROGRAMMING

A wide variety of campaigns are aimed specifically at children, including child pedestrian training, cycle training and interactive presentations and the development of curriculum based activities within Primary and Secondary Schools remain a common thread throughout Merseyside. There are also a number of campaigns which are directed at a variety of age groups and road users. In addition to the key ETP themes identified below, a five year plan is identified within the Technical Appendix.

Pedestrian training is being undertaken by an increasing number of young children on Merseyside, which is normally introduced either as a stand-

Table 3.12 : Casualty Reduction Targets - Past Performance

	Average Annual Casualties 1981 to 1985	Target 2001(1/3 reduction) Annual casualties	Actual Annual Casualties 1995 - 1999	Performance: Actual Change in Casualty 1981-1985 to 1995-1999
Killed & Serious	1223	815	788	-35%
Slight	5904	3936	8850	+50%
All Casualties	7127	4751	9638	+35%
Car Occupant casualties reporting minor injuries in multi-vehicle accidents	1852	1363	5437	+194%

Table 3.13 ; Casualty Rates, Merseyside & Elsewhere

		GB	Mets	NW	M/side
1	All Casualties				
	1981-85 av	588	478	523	475
	1994-98 av	560	566	656	678
2	Fatal and Serious Casualties				
	1981-85 av	146	105	102	81
	1994-98 av	83	63	78	59
3	Slight Casualties				
	1981-85 av	441	372	421	393
	1994-98 av	476	503	578	619
4	Child Pedestrian Casualties				
	1981-85 av	209	281	266	302
	1994-98 av	159	220	216	242
5	Child 'In-vehicle' Casualties				
	1981-85 av	203	159	189	169
	1994-98 av	228	228	271	286
6	Adult Pedestrian Casualties				
	1981-85 av	82	91	86	87
	1994-98 av	59	70	66	71
7	Adult 'In-vehicle' Casualties				
	1981-85 av	546	398	457	389
	1994-98 av	545	528	635	647

**Fig 3.22 : Child
Casualty Data**

Table 3.14 : Casualty Reduction Targets - Future Targets

	1994-98 mean	Target 2005(%)	Target 2005(No.)	Target 2010(%)	Target 2010(No.)
Total Casualties	9622				
All Fatal & Serious Casualties	833	-20%	666	-40%	500
Child KSI	197	-25%	148	-50%	99
Adult KSI	636				
All Slight Casualties	8789	-5%	439	-10%	879
Child Slight	1391				
Adult Slight	7408				
Slight casualties per 100million veh kms on Principal roads	97.4	- 5 %	92.5	- 10 %	87.7
Slight casualties on non-Principal roads	3926	- 5 %	3730	- 10 %	3533
Child pedestrian casualties (all severities)	727	-25%	545	-50%	364

Table 3.15 - SCA Funded Local Safety Schemes Implemented 1992 to 1999

Type of Scheme	No. of Schemes	Total Annual Average Accident Reduction (Up to 3 Years After)		Total Cost of Schemes (£)	FYRR (%) *	Annual Av. Rate of Return* (Up to 3 Yrs After) %
		No.	%			
Pelican Crossings	32	51.84	53	1,193,070	313	290
Junction Improvement (non traffic signal)	75	143.48	56	2,451,857	395	391
New Traffic Signals	11	40.01	62	1,053,869	257	254
Improvements to Existing Traffic Signals	24	61.01	44	1,388,187	280	294
Improvements to Existing Pedestrian Facilities	31	37.50	47	285,629	985	877
Traffic Calming	37	61.80	50	1,800,505	258	229
Anti-skid Treatment	45	56.02	54	428,225	738	874
Bend Definition	6	8.00	63	64,450	483	829
Red light/Speed Camera	14	18.34	45	247,887	566	494
Lighting Improvement	8	13.16	51	65,800	1,522	1,336
Signs & Carriageway Markings	17	22.33	50	154,000	1,093	969
Other	4	7.00	58	47,700	517	980
All Schemes	304	520.49	52	9,181,179	384	379

Table 3.16 : Proposed Programme - 2001/02

Type of scheme	Estimated Expenditure
New Pedestrian Crossings	£312k
Junction Improvement (non traffic signal)	£641k
New Traffic Signals	£275k
Improvements to Existing Traffic Signals	£363k
Improvements to Existing Pedestrian Facilities	£75k
Traffic Calming	£471k
Anti-skid Treatment	£112k
Bend Definition	£17k
Red light / Speed Camera	£65k
Lighting Improvement	£17k
Signs & Carriageway Markings	£40k
Other	£12k
Total	£2.4 M

Table 3.17 : Casualty Severity of Pedestrians & Vehicle Occupants 1994-98

Apart from pedestrians, figures are for vehicle occupants (passengers/drivers/riders)

	All	Killed/Serious (KSI)	Slight
Car, Van, Taxi (CVT)	32832	1503 (36.1%)	31329 (71.3%)
Pedestrian	7604	1754 (42.1%)	5850 (13.3%)
Motor Cyclist (M/C)	1620	399 (9.6%)	1221 (2.8%)
Pedal Cyclist (P/C)	2972	378 (9.1%)	2594 (5.9%)
Heavy Goods Vehicle (HGV)	318	25 (0.6%)	293 (0.7%)
Bus or Coach (PSV)	2254	68 (1.6%)	2186 (4.9%)
Other Motor / Non-Motor Vehicle	256	27 (0.6%)	229 (0.5%)
Minibus / Motor Caravan (MBS)	261	11 (0.3%)	250 (0.6%)
All Casualties	48117	4165 (100.0%)	43952 (100.0%)
CVT Comprises:			
Car	30301	1396 (33.5%)	28905 (65.8%)
Taxi	1799	59 (1.4%)	1740 (4.0%)
Light Goods Van	732	48 (1.2%)	684 (1.6%)

alone activity, as part of a larger "Travel To School" initiative or as the ETP element of a local engineering scheme.

Travel To School (Safer Routes To School) schemes are beginning to feature heavily in local road safety ETP planned programmes. Existing schemes have attracted national recognition, whilst developing schemes are embracing a holistic approach and breaking new ground in terms of community consultation, involvement and ownership.

Partnerships with Head Teachers, Governors, parents and pupils are recognised as imperative in developing workable School Travel Plans which not only result in modal shift, but also reduces Personal Injury Accidents at the same time.

In addition to changes in the physical layout adjacent to the schools involved, each Road Safety Team delivers carefully designed and targeted workshop sessions and other curriculum-based activities at Primary and Secondary Schools. Initiatives range from pre-school parenting packs produced in partnership with the Regional Health Authorities to essential pre-driver training.

Cycle training is also on the increase across Merseyside as a result of Road Safety Officers actively promoting cycle use. In a move away from tradition, cycle training is no longer confined to schools but now takes place all year round at a variety of locations, often carried out in partnership with other Local Authority departments and outside agencies.

Car Offenders Project: Merseyside's Road Safety Teams have, in partnership with the Merseyside Police and Hospital A&E consultants, played a crucial role in the creation and delivery of the Probation Service's COP (Car Offenders Project) programme. The aim of the scheme is to challenge and change the attitudes and behaviour of the offenders. The initiative has been a major success - recidivism after a

custodial sentence for this type of offence is usually over 90% - the COP programme achieves a rate of 35%. Given that people who drive illegally are 200 times more likely to be involved in a road accident than are legal drivers, the continued success of this scheme will continue to have a major impact on road safety and on wider issues of citizenship and crime.

"Fit-Safe Sit-Safe" scheme aimed at persuading parents to purchase suitable child and baby restraints has been particularly successful. The extensively promoted scheme has allowed thousands of parents to feel reassured that their choice of child-seat or carry-cot has been properly fitted.

National DETR Campaigns: A cross-authority working group co-ordinates the local promotion and launch of national campaigns. The launch is always well resourced and consistently attracts national and regional media coverage including TV, radio and the press. Campaign-based literature, posters and videos are distributed to local companies, retailers, community groups, parent groups and to a host of other outlets including those provided via the Regional Health Authority.

Road safety education, training and publicity programmes are no longer considered in isolation. ETP initiatives are seen as an integral part of local safety schemes and other engineering initiatives, and form essential part of an integrated transportation and safety strategy.

New ETP initiatives are continually being devised and existing programmes revised.

ENFORCEMENT

It is estimated that a reduction of up to 15 KSI per year could be achieved from enforcement campaigns.

Resources for traffic law enforcement are largely a police responsibility. However, increasingly the five Merseyside Districts have a role to play

in this area, particularly in supporting the police in the use of new technology for speed limit enforcement, etc.

Resources are available through the annual Local Safety Schemes Programme to support certain enforcement activities, including the use of speed and red light traffic signal cameras.

There are currently 31 speed and 34 red light enforcement camera sites in Merseyside. Additional enforcement cameras are proposed for 2000/01 and subsequent programmes. Traffic law enforcement implications are taken into account in the design of all highway improvements and traffic management schemes. Schemes are routinely designed to make traffic regulation elements self-enforcing, recognising that there are potential road safety implications if regulations are abused or ignored.

2000/01 LOCAL SAFETY SCHEMES PROGRAMME

In the 1999/2000 Highways Capital Programmes the Highway Authorities have included, a total of £1.8 million for Local Safety Schemes funded through SCA from the Transport Block. It is hoped that the DETR will approve spending of £2.4m for such schemes in 2001/02.

The proven track record of the Merseyside partners in delivering successful high rate of return casualty reduction schemes is indicated in the monitoring section and Table 3.15.

Over the life of the LTP it is intended to introduce schemes which will achieve high rates of return. Based on previous experience, the programme will include schemes as seen in Table 3.15.

The Technical Appendix includes a draft programme of Local Safety schemes for the first year of the LTP

The aim throughout the life of the LTP, will be to save over 100 road traffic accidents per year in Merseyside from this part of the programme.

Such tried and trusted types of schemes are expected to be included in

future Local Safety Schemes Programmes until 2005/06.

However new types of innovative ways of solving accident problems are being pursued and minor changes to future years' programmes will reflect additional types of work.

It is also hoped, wherever possible, to introduce additional local safety schemes through alternative funding sources. These will include highways maintenance budgets, private sector funding, Single Regeneration Budgets, and other such types of funding.

ACHIEVEMENTS

Between 1992 and 1998 Merseyside introduced 252 local safety schemes, at a total cost of approximately £7.3million. These schemes which were all derived from in-depth analysis of the Police records have resulted in an average annual reduction of 437 reported road traffic accidents.

The five Merseyside districts have been successful in their innovative approach to solving accident problems. These include:-

- Traffic calming areas and prioritising introduction based on accidents and casualties;
- The use of variable message signs, traffic islands, and enforcement

cameras to reduce the number and severity of casualties and vehicle speeds;

- High intensity lighting and improved conspicuity of Zebra Crossings to reduce pedestrian accidents in the dark;
- Introduction of bus and emergency vehicle friendly speed reduction measures on local distributor roads; and
- Speed reduction measures at motorway interchanges.

Whilst not always funded from Transport Supplementary Grant for Local Safety Schemes, significant programmes of speed reduction schemes have been a key feature of the concerted casualty reduction strategy within Merseyside. Following the Government's welcome relaxation of regulations to encourage 20mph zones and speed limits, such measures are normally incorporated into traffic calming schemes. To ensure the revised speed limits are respected and minimise the impact of additional enforcement upon the police, all such schemes are routinely designed to be self-enforcing.

These successful programmes of redesignating roads with appropriate speed limits will continue to feature prominently in future programmes. As

previously, they will continue to be prioritised for those locations where such measures contribute to the overall objectives of casualty reduction.

Consideration is given within all initiatives to the needs of vulnerable road users (pedestrians, cyclists, children etc).

MONITORING PROGRESS

Following implementation, casualty figures for each scheme and programme is routinely scrutinised to determine its effectiveness.

The performance of the Merseyside authorities local safety schemes both as individual schemes and as overall types of scheme are shown in Table 3.15 for the 7 years between 1992 and 1999.

This monitoring process provides a check that finance for future casualty reduction schemes is appropriately targeted.

URBAN SAFETY MANAGEMENT

As well as high-return traffic calming schemes as referred to in Table 3.15, there are many more residential areas where traffic calming is sought by local residents, based on their dislike and fear of speeding traffic.

Measures to treat this problem may not qualify as Local Safety schemes, by

their forecast rate-of return, but the issue is considered of such importance by local residents that such schemes figure will often prominently among those which are favoured in the SRB programmes.

It has been noted that pedestrian accidents (particularly affecting child pedestrians) are more likely to occur on residential roads than on the main road network, and that this is a problem that affects deprived areas disproportionately.

Accordingly, a special programme has been introduced in the LTP to address this issue, which will in many cases attract matched funding from other programmes.

Other issues which are frequently raised by residents include security of person and property, with particular reference to car-crime. These are addressed in a similar manner.

SAFETY OF WALKING, CYCLING AND MOTORCYCLING

Elsewhere in this document strategies are described for Walking and Cycling and the use of powered two-wheelers in which the vulnerability of these groups is recognised. So, although they are acknowledged as more sustainable forms of transport, their increased use is counterbalanced by measures to offset their risk. Significant parts of the respective strategies are devoted to this aim.

IMPROVING SAFETY THROUGH PARTNERSHIP

As mentioned at the outset, the Merseyside Authorities have for a number of years co-ordinated and combined their individual road safety strategies and programmes. This approach is designed to maximise the likelihood of achieving the local and national road safety targets and to fully integrate its comprehensive road safety strategy with the Merseyside; regional and national transportation strategies.

The Merseyside Road Safety Planning Group (MRSPG), includes representatives of all District Highway Authorities together with Merseyside Police and Merseytravel. It meets to set and monitor the overall safety strategy across Merseyside.

Support and co-operation at a more detailed level is provided by a number of sub-groups of the MRSPG which have special responsibilities for road safety education, training and publicity; traffic accident data analysis; and electronic enforcement camera technology. In recent years there has been increasing co-operation with professionals in other disciplines such as Health, Social Services and Education.

The MRSPG also plays a significant role at a regional level, sending two representatives to the North West Regional Road Safety Group.

The close working relationship between the Merseyside Authorities and Merseyside Police on both strategic and practical levels was recently highlighted and highly praised by Her Majesty's Inspectorate of Constabulary.

The formation of Healthy Alliances with Health Authorities and Hospitals has enabled many co-ordinated programmes to be developed, and has allowed extensive research into under-reporting of accidents and casualties to be carried out.

Merseyside's recent designation as a Health Action Zone has significant implications for the road safety partnerships with the Health Authorities to achieve joint goals. A Health & Transport Forum has been set up to progress the initiative.

Consultation with stakeholders has taken place for many years, and has included individual consultation on localised Traffic Management schemes, Traffic Calming and Local Safety Scheme proposals. In recent months, this has been extended to include extensive liaison with schools with a view to formulating School Travel Plans and Safer Routes to Schools initiatives.

Partnership working is therefore at the

heart of the Merseyside approach, but with ample scope for innovation and initiative at the local level. This has resulted in significant programmes for accident reduction: Local Safety Schemes; manual and automatic traffic law enforcement regimes; larger scale engineering projects; focused programmes of road safety education, training and publicity, all underpinned by the highest standard of data collection and analysis that can be achieved.



AIR QUALITY, NOISE AND CLIMATE CHANGES

Transport, especially road traffic, is one of the most significant factors affecting today's environment, in particular air quality and noise levels. The LTP therefore has a vital role to play in determining the future quality of the environment on Merseyside.

The LTP provides an opportunity for co-ordinated action from environmental, transport and health professionals in both the public and private sectors to address existing environmental problems and ensure that future transport proposals help to alleviate such problems, not make them worse.

AIR QUALITY AND NOISE MANAGEMENT ON MERSEYSIDE

Responsibility for managing air quality and noise issues, other than those associated with industrial sites under Environment Agency enforcement, rests with local authorities. On Merseyside, the five local authorities have established an organisational framework for integrated and cooperative management of these issues.

The Merseyside Pollution Group deals with all pollution related issues on Merseyside and includes representatives from all the Merseyside

authorities plus Halton. This group has an overview role in dealing with air quality, noise, water quality and contaminated land. There are specific sub-groups of the Pollution Group that deal with the different pollution issues. These include the Merseyside Air Quality Management Group and the Merseyside Noise Group. Both the Air Quality and the Noise groups are made up of representatives from the environmental health departments of the Merseyside authorities. The groups provide an opportunity for :

- liaison and exchange of ideas and information on Merseyside wide basis;
- appraisal of Merseyside wide proposals requiring joint funding;
- co-ordination and management of Merseyside wide initiatives such as the Atmospheric Emissions Inventory and Health Action Zone proposals.

The integration of air quality and noise issues into the LTP is being co-ordinated by a separate group of transport planners and environmental health professionals from across Merseyside. This Transport and Environment group meets regularly to

discuss recent monitoring results, consider the implications of transport emissions and noise and identify potential measures for managing or reducing the environmental impacts of transport. As well as preparing the environmental input to the LTP, the group has provided input to the Health Impact Assessment (HIA) of the LTP and is also taking the lead in specific projects funded through the Merseyside Health Action Zone (HAZ).

The group also actively contributes to the Merseyside Transport Health and Environment (THE) Forum. The THE Forum has been established to provide a common approach to transport, health and environment policies and foster close working relationships between these different sectors.

AIR QUALITY STRATEGY REVIEW AND ASSESSMENT

The Environment Act 1995 formally requires local authorities to review and assess air quality in their area against a set of national objectives. These national air quality objectives have recently been revised and published in The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (The AQS) in January 2000. This supersedes the 1997 National Air

Quality Strategy. The objectives have been given legal effect in England through the Air Quality (England) Regulations 2000. National objectives have been set for seven key pollutants: benzene, 1,3-butadiene, carbon monoxide, lead, nitrogen dioxide, particles and sulphur dioxide. The achievement of the AQS objectives has been identified as a headline (key) performance indicator for the LTP.

In accordance with these requirements, all the Merseyside authorities have been progressing with the three stage process of air quality review and assessment. All five authorities have completed and published their Stage 1 review and assessment, which provides a general indication of areas/locations where there is a risk of failing to meet one or more of the national objectives by the target dates. Second and third stage assessment is only required for those pollutants where a potential problem exists.

The results of the Stage 1 review and assessment on Merseyside show that, in each authority, further assessment will only be required for nitrogen dioxide, particles and sulphur dioxide. Of these, road transport emissions make a significant contribution to nitrogen dioxide and particulates.

The potential problem areas identified in the Stage 1 assessment are of two main types :

- heavily trafficked radial routes and motorways;
- town centres, especially Liverpool city centre.

All the motorways (M62, M57, M58 and M53) and most of the main roads on Merseyside (e.g. A580 East Lancashire Road, A5058 Queen's Drive, A41 Chester Road, A59 Ormskirk Road, A5047 Edge Lane, A57 Prescot Road, A565 Liverpool Road and A5036 Dunnings Bridge Road) will require further assessment, mainly in relation to nitrogen dioxide, because of the high traffic levels they carry.

Liverpool city centre is of particular concern because of the number and density of congested streets. Heavy concentrations of buses and taxis also contribute significantly to the city centre problems. Stage 2 and 3 assessments will include detailed modelling of the city centre to provide greater resolution in defining problem areas. This work will feed into the review of traffic circulation within Liverpool city centre and influence proposals for traffic management.

All the authorities are currently working on their Stage 2 and 3 assessments, but none have completed the process to date. All authorities expect to complete their assessments by the end of 2000. If the further assessment identifies areas where the national objectives will not be met by the required date, the authority is obliged to designate the area as an Air Quality Management Area (AQMA) and develop an air quality action plan for the area. No AQMAs have yet been defined on Merseyside.

ATMOSPHERIC EMISSIONS INVENTORY

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The information in the inventory and its future updates will be used to assess some of the environmental performance indicators and targets, e.g. total transport-related pollution emissions and greenhouse gas (carbon dioxide) emissions.

CLIMATE CHANGE (GREENHOUSE GASES)

Nationally, the transport sector is the third largest source of greenhouse gas emissions, mainly carbon dioxide, but, more significantly, it is also the fastest growing source. This is why transport-related emissions of greenhouse gases is identified as a vital issue, both in the LTP guidance and in the Government's Climate Change Draft UK Programme. Reducing transport related emissions has a important role in contributing to the UK's efforts to meet the commitments in the Kyoto Protocol on reducing worldwide greenhouse gas emissions.

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measures in the LTP seek to keep this rise as small as possible, principally by promoting walking, cycling and public transport as alternatives to the car and providing the necessary infrastructure to support transport choices.

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Alongside this study, a screening form similar to the air pollution form is being developed. This will be completed in 2000 and will be used to assess the noise impacts of local authority transport schemes. This will provide the opportunity for including noise reduction or management measures into such proposals, e.g. quieter road surfaces, barriers to absorb or deflect noise, traffic flow smoothing and speed management.

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The strategy presents a series of specific objectives and actions related to each of the three aims and provides the basis for future air quality management in the Borough. One of the key objectives is to reduce emissions from the transport sector and the transport, planning and environmental health services in Sefton have been working closely together in the development of the strategy. This close cooperation will be essential in the delivery of the strategy.

Proposed actions focus on :

- vehicle emissions testing and enforcement;
- promotion of clean vehicles, including increasing the proportion of clean fuelled vehicles in the Council fleet;
- integration of land use and transport planning;
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Key elements of the HIA are the links between transport, especially road traffic, emissions, air quality and health and between noise and health, especially mental health (stress). The HIA has included a detailed study of the relationships between air quality and health, based on real air quality monitoring data and local area health statistics for Merseyside.

The THE Forum will ensure the continuing integration of these issues at a Merseyside level and will support the development of local relationships, e.g. with the individual health authorities and health improvement committees, in each of the local authorities.

REVIEW OF POTENTIAL EFFECTS OF LTP ON AIR QUALITY, NOISE AND GREENHOUSE GASES

The appraisals of the components of the LTP, including the proposed major schemes, the public transport strategy and the corridor and centre strategies, have included a qualitative assessment of the possible effects on air quality and noise, in accordance with government guidance on appraisals. The appraisal summary tables provide the conclusions of this assessment. Through the lifetime of the LTP, all the major schemes and many of the minor capital works will be the subject of detailed air quality and noise appraisals by the partner authorities.

Overall, the measures proposed in the LTP are expected to have a beneficial effect on air quality, noise and greenhouse gas emissions on Merseyside. Many measures are likely

to result in a reduction in transport related emissions, over and above the reductions expected from the improvements in engine technology in newer vehicles. The relationship between the quantities of pollutant emissions and the concentrations of pollutants in the air is complex and a reduction in emissions does not guarantee a noticeable change in air quality. Nevertheless, ongoing reductions in emissions will have a positive effect in the long term. This will be most important where emissions from transport are the main sources of pollution (e.g. for nitrogen dioxide).

LTP MEASURES/OUTPUTS LIKELY TO RESULT IN ENVIRONMENTAL BENEFIT, IN TERMS OF A REDUCTION IN EITHER POLLUTION EMISSIONS, NOISE OR GREENHOUSE GAS EMISSIONS

- Freight routing and restrictions to take freight off environmentally sensitive routes.
- Public transport improvements and promotion to achieve greater public transport patronage and modal switch from the private car.
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- Travel awareness programme (TravelWise) to improve awareness of transport choice and its environmental impacts.
- Park & Ride strategy to increase use of park and ride (especially rail-based) and reduce car use, especially for commuting.
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LTP MEASURES/OUTPUTS LIKELY TO RESULT IN ENVIRONMENTAL DISBENEFIT, IN TERMS OF AN INCREASE IN EITHER POLLUTION EMISSIONS, NOISE OR GREENHOUSE GAS EMISSIONS

- Continuing traffic growth due to increasing car ownership and increased car use.
- Support of economic regeneration is likely to result in increased business traffic, both commuters and freight/goods movements.
- Freight routing will result in concentration of heavy goods traffic on specified routes with resultant effects on air quality and noise.





AIR QUALITY, NOISE AND CLIMATE CHANGES

Transport, especially road traffic, is one of the most significant factors affecting today's environment, in particular air quality and noise levels. The LTP therefore has a vital role to play in determining the future quality of the environment on Merseyside.

The LTP provides an opportunity for co-ordinated action from environmental, transport and health professionals in both the public and private sectors to address existing environmental problems and ensure that future transport proposals help to alleviate such problems, not make them worse.

AIR QUALITY AND NOISE MANAGEMENT ON MERSEYSIDE

Responsibility for managing air quality and noise issues, other than those associated with industrial sites under Environment Agency enforcement, rests with local authorities. On Merseyside, the five local authorities have established an organisational framework for integrated and cooperative management of these issues.

The Merseyside Pollution Group deals with all pollution related issues on Merseyside and includes representatives from all the Merseyside

authorities plus Halton. This group has an overview role in dealing with air quality, noise, water quality and contaminated land. There are specific sub-groups of the Pollution Group that deal with the different pollution issues. These include the Merseyside Air Quality Management Group and the Merseyside Noise Group. Both the Air Quality and the Noise groups are made up of representatives from the environmental health departments of the Merseyside authorities. The groups provide an opportunity for :

- liaison and exchange of ideas and information on Merseyside wide basis;
- appraisal of Merseyside wide proposals requiring joint funding;
- co-ordination and management of Merseyside wide initiatives such as the Atmospheric Emissions Inventory and Health Action Zone proposals.

The integration of air quality and noise issues into the LTP is being co-ordinated by a separate group of transport planners and environmental health professionals from across Merseyside. This Transport and Environment group meets regularly to

discuss recent monitoring results, consider the implications of transport emissions and noise and identify potential measures for managing or reducing the environmental impacts of transport. As well as preparing the environmental input to the LTP, the group has provided input to the Health Impact Assessment (HIA) of the LTP and is also taking the lead in specific projects funded through the Merseyside Health Action Zone (HAZ).

The group also actively contributes to the Merseyside Transport Health and Environment (THE) Forum. The THE Forum has been established to provide a common approach to transport, health and environment policies and foster close working relationships between these different sectors.

AIR QUALITY STRATEGY REVIEW AND ASSESSMENT

The Environment Act 1995 formally requires local authorities to review and assess air quality in their area against a set of national objectives. These national air quality objectives have recently been revised and published in The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (The AQS) in January 2000. This supersedes the 1997 National Air

Quality Strategy. The objectives have been given legal effect in England through the Air Quality (England) Regulations 2000. National objectives have been set for seven key pollutants: benzene, 1,3-butadiene, carbon monoxide, lead, nitrogen dioxide, particles and sulphur dioxide. The achievement of the AQS objectives has been identified as a headline (key) performance indicator for the LTP.

In accordance with these requirements, all the Merseyside authorities have been progressing with the three stage process of air quality review and assessment. All five authorities have completed and published their Stage 1 review and assessment, which provides a general indication of areas/locations where there is a risk of failing to meet one or more of the national objectives by the target dates. Second and third stage assessment is only required for those pollutants where a potential problem exists.

The results of the Stage 1 review and assessment on Merseyside show that, in each authority, further assessment will only be required for nitrogen dioxide, particles and sulphur dioxide. Of these, road transport emissions make a significant contribution to nitrogen dioxide and particulates.

The potential problem areas identified in the Stage 1 assessment are of two main types :

- heavily trafficked radial routes and motorways;
- town centres, especially Liverpool city centre.

All the motorways (M62, M57, M58 and M53) and most of the main roads on Merseyside (e.g. A580 East Lancashire Road, A5058 Queen's Drive, A41 Chester Road, A59 Ormskirk Road, A5047 Edge Lane, A57 Prescot Road, A565 Liverpool Road and A5036 Dunnings Bridge Road) will require further assessment, mainly in relation to nitrogen dioxide, because of the high traffic levels they carry.

Liverpool city centre is of particular concern because of the number and density of congested streets. Heavy concentrations of buses and taxis also contribute significantly to the city centre problems. Stage 2 and 3 assessments will include detailed modelling of the city centre to provide greater resolution in defining problem areas. This work will feed into the review of traffic circulation within Liverpool city centre and influence proposals for traffic management.

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WALKING

Walking is the most fundamental mode of transport available. As a consequence, walking lies at the heart of the Merseyside LTP Strategy.

Most journeys involve walking, and form an integral part of living in towns and cities. Walking is the most environmentally sustainable, healthy and most socially accessible form of transport.

Walking should therefore be considered as both:

- the preferred form of personal transport over short distances; and
- an integral part of all journeys at the origin, destination and during any necessary interchange.

The Merseyside Walking Strategy will help to achieve these goals.

OPPORTUNITIES

On Merseyside, walking accounts for a quarter of all trips and eight out of ten trips under one mile involve at least one walk, as do most bus and train journeys. Furthermore, on average, people spend around a fifth of their total

travel time walking. Persuading people to walk either on its own or in conjunction with public transport would help to reduce car dependence and tackle congestion.

As well as being an essential form of transport, walking also has many other important benefits too, which include being:

- **free**, making it an instantly accessible form of travel available to many regardless of personal income;
- **healthy**, having been described by health experts as the "nearest activity to perfect exercise";
- **sociable**, not only as a form of recreation, but also increased numbers on the street would help reduce the fear of crime; and
- **environmentally sustainable** and central to improving the environment of our towns and city centre.

- *the removal of obstacles for pedestrians to create more direct pedestrian routes*

PUBLIC CONSULTATION

Strong support was identified for:

- *better maintained pedestrian routes*
- *safer pedestrian routes and crossings*

- ◊ *co-ordinated action to prevent cars being parked indiscriminately on pavements and footways*
- ◊ *greater traffic speed enforcement especially in residential areas.*

CONSULTATION IN THE CITY CENTRE

The need to create more attractive pedestrian environments in Liverpool City Centre emerged as a key priority in the community consultation exercise carried out by Liverpool Vision, Merseytravel and Liverpool City Council in March 2000.

A safer pedestrian environment was felt to be a necessity especially for those with disabilities. Key priorities to improve the pedestrian environment include:

- ◊ *Better lighting.*
- ◊ *Improved pavements and no uneven surfaces.*
- ◊ *A secure environment with CCTV.*
- ◊ *Clear priority for pedestrians.*
- ◊ *Delivery vehicles in the pedestrianised areas were felt to be a constant problem.*
- ◊ *Removal of barriers to allow more direct pedestrian routes, following desire lines, through the City Centre. Barriers identified include: major roads, tunnels and shopping centres closed outside opening hours.*
- ◊ *Improve pedestrian links across the Strand.*

- ◊ *Plenty of attractive open spaces for people to sit and relax.*
- ◊ *Better signage of pedestrian routes, including signs which help guide disabled people around the City Centre.*
- ◊ *Expansion of the City Navigators scheme.*

THE MERSEYSIDE WALKING STRATEGY

The Partners, in conjunction with representatives from the Health Authorities and the Pedestrian Association, are currently developing a Walking Strategy for Merseyside (due to be published in December 2000).

The emerging Merseyside Walking Strategy will be subject to wide public and key stakeholder consultation as the Partners seek to develop partnerships with all relevant bodies to improve the environment for pedestrians.

PRINCIPLES OF THE EMERGING WALKING STRATEGY

- ◊ *to seek to fully integrate pedestrian policies into all appropriate and complementary policies, plans and strategies on issues such as transportation, education, health, leisure and the environment.*
- ◊ *to improve the accessibility for the mobility impaired and create a safer environment for pedestrians.*

- ◊ *to improve the walking experience by:*
 - a) *giving pedestrians greater priority*
 - b) *improving the general pedestrian environment, and*
 - c) *reducing the fear of crime and improving personal safety*
- ◊ *to improve the image of walking through publicity and education programmes, including promoting walking as part of a healthier lifestyle.*
- ◊ *to promote walking as a leisure and tourism activity.*
- ◊ *to ensure that all public rights of way are legally defined and properly maintained.*

KEY ELEMENTS OF THE WALKING STRATEGY

The Strategy will seek to implement a 'Streets for People' policy to achieve these principles through establishing an urban and rural pedestrian network to identify priorities for improvement, by identifying:

- ◊ *locations where pedestrians should have priority (e.g. in town and local centres, and residential areas).*
- ◊ *direct, convenient and safe routes for walking (linking destinations such as residential areas, leisure facilities - including play areas - employment centres, shopping areas public transport interchanges, and schools).*
- ◊ *rights of way, Greenways, quiet roads and other rural routes.*

PEDESTRIANISED CROSBY CENTRE, SEFTON

- new opportunities for footways and footpaths (the "missing links").
- key accident 'blackspots'.

How pedestrians will be given priority:

- Creating and extending pedestrian priority areas in residential areas and the main and local centres across Merseyside.
- Ensuring developments cater for the needs of pedestrians.
- Reallocating road space to pedestrians, for example through wider pavements and pedestrianisation.
- Providing more pedestrian crossings at desired locations.
- Reducing pedestrian waiting times at traffic signals and giving them priority in the allocation of time at

junctions where this supports more walking.

Promoting walking, in partnership with other organisations, through initiatives such as green travel plans; Health Improvement Plans (HImPs); TravelWise and Local Agenda 21 initiatives.

Improving Maintenance: Promoting and publicising standards of service for cleaning, maintenance, winter maintenance and provision of footways, crossings, lighting etc.

Improving Safety: Reducing the number and severity of pedestrian casualties (including footway falls) by identifying areas for better speed enforcement and traffic reduction, including:

- *Introducing traffic calming in "home zones" and some country lanes (e.g. Greenways and Quiet Lanes).*
- *Extending the number of Safer Routes to*

EXAMPLE: FARNBOROUGH ROAD JUNIOR AND INFANT SCHOOL

To tackle congestion outside the school, to develop walking routes in the area and to promote cycling, Sefton Council, following detailed surveys and participation exercises, introduced:

- A school zone next to the school - comprising warning signs, traffic calming measures and crossing points
- Improved crossings - new traffic lights with a pedestrian phase; and dropped crossings to assist push chair and wheel chair access
- Stop, Look and Listen signs at every crossing point to remind the children not to run across the road
- A Safer Route to follow, marked out by yellow (pavement stencil) pencils pointing the way to school; and
- Ongoing classroom and theatre in education sessions to reinforce the messages of improved safety, environment and health.

Schools projects and traffic calming near schools (see also 'TravelWise' and 'Improving Safety').

- Road crossings.
- Reducing conflicts between cyclists and pedestrians.
- Addressing issues related to the mobility impaired.

Improving the general pedestrian environment by:

- Improving footpath maintenance and cleanliness.
- Addressing issues of obstruction (e.g. pavement parking).
- Promoting aesthetic and amenity improvements to the pedestrian environment and along routes (e.g. trees, townscape, shop fronts, facades, views, fountains, amenities, public art, etc.).
- Improving route signage and provision of information.
- addressing personal security concerns by promoting and publicising CCTVs; considering the development of 'Night

Routes'; and ensuring appropriate lighting.

SAFER ROUTES TO SCHOOL

To date, 24 schools on Merseyside have introduced safer routes and / or school travel plans. The Partners would like to ensure that such measures are being developed in half the schools across Merseyside by the end of this LTP.

Interchange: Improving facilities provided for pedestrians who use public transport at interchange points and along those routes used to access public transport (see also 'Public Transport')

As a leisure activity by

- promotional material such as the Merseytravel "Walkabout" guides
- The definition, maintenance, publicising, promoting and safeguarding of public rights of way, Greenways and Quiet Roads etc (see also 'Rural Issues').

IMPLEMENTING THE STRATEGY

We must 'plan for pedestrians'. It is important to ensure that their needs are not overlooked but are catered for as a matter of course when planning, designing, building and managing highways and public rights of way. In particular the Partners will ensure that the needs of people with mobility difficulties are taken into account in the planning and design of new infrastructure.

There is also a great deal of work already being progressed by the Partners on issues such as cleansing, maintenance, personal safety, planning, engineering, road safety, public rights of way, promotion, etc.

The emerging Walking Strategy will include a number of steps including:

Access Audits: to identify barriers to accessibility: and prioritisation of areas for pedestrian reviews.

Identifying **maintenance** priorities (including repairs and winter

CASE STUDY: LIVERPOOL CITY CENTRE GOLD ZONE

Providing a cleaner more attractive pedestrian environment in Liverpool City Centre is the driving force behind Liverpool City Council's 'Gold Zone' initiative.

Gold Zones will improve the city centre in a three pronged campaign:

CLEANING UP

- keeping the city clean and attractive for residents, businesses and visitors
- Attacking litter and graffiti
- Cleaning the pavements with a special street washing machine
- Waging war on fly posting

BRIGHTENING UP

- Street entertainment and events
- Decoration and street lights at special times
- Hanging baskets and flower beds

SPEAKING UP

- Establishing uniformed Gold Zone Crews to patrol the Gold Zones, monitoring environmental standards and reporting any problems with street cleanliness, paving and refuse collection
- Encouraging local businesses and the community to participate in the Gold Zone initiative.

Colin York (City Manager) states:

"The Gold Zone is a partnership based initiative which focuses our collective efforts on making the City Centre environment cleaner, greener and safer for everyone who lives, visits or works in the City Centre"

CASE STUDY: LIVERPOOL HAT

Liverpool Housing Action Trust, in partnership with Merseytravel, has developed comprehensive guidelines designed to improve accessibility to housing developments.

A high proportion of HAT residents are elderly, suffer from mobility impairment and do not have access to a car. A good pedestrian environment and easy access to public transport is therefore of critical importance to them. The guidance sets out recommended walking distances from people's homes to public transport.

The guide recommends that developers should ensure new development is easily accessible by public transport. It



redevelopment of Storrington Heys a Liverpool HAT run development at Croxteth.

Tom Clay, Director of Development at Liverpool HAT stated:

"The Storrington Heys Development includes the demolition of five tower blocks

recommends that the maximum distance from any dwelling to a bus stop should be 400 meters or less (walking time of 5 minutes)

These guidelines have been used to determine improvements to pedestrian routes as part of the

in Croxteth and their replacement with a new purpose built older people's village and mixed family accommodation.

A pedestrian friendly environment and easy access to public transport is very important to our older residents in particular, so LHAT schemes like this across the City are being developed to our "Design for Travel" criteria.

At Storrington Heys, the residents association has also purchased a mini-bus with grant aid from the HAT and the National Lottery, to help with days out and journeys which are not easily reached by public transport."



maintenance) recognising:

- Accident risk.
- Whole life and remedial costs.
- Role of the route in the walking network.

Shopmobility: Working with the voluntary, statutory and private sectors, and potential users to extend the number of Shopmobility schemes (see also 'Accessibility for All')

Planning: Reviewing the UDPs and planning policies to:

- ensure that the land use mix, layout and design of development is safe, attractive and convenient for walking; including producing pedestrian friendly guidelines for new housing and commercial development;
- increase residential densities, promote mixed land uses and encourage more residential development in the main centres;
- Identifying and maximising the potential for walking to meet the travel demands of development including seeking developer contributions where appropriate (see

also 'Integrating land Use and Transport Planning')

Safety: Identifying and prioritising local safety schemes paying regard to safety considerations) and the role of the location in the pedestrian network, including:

- provision of pedestrian crossings and refuges.
- other traffic management measures.

Continuing to undertake and review the current road safety training and publicity programmes (see also 'Improving Safety').

Priority: identify opportunities for re-timing signals to favour people on foot

Design:

- Adopting good design standards and best practice, as recommended in the Urban Task Force Report and the DETR revised Design Bulletin 32.
- Ensuring walking and cycling measures are complimentary, and minimise the potential for conflict by adopting the following preference order;

1. Segregated off-road provision
2. Separate walking provision

3. Shared off-road facilities

Consulting all key service providers and integrating policies from partnership working such as the police and health authorities (particularly in relation to the Health Action Zones)

THE WALKING ENVIRONMENT AND ITS CONTRIBUTION TO OTHER INITIATIVES

Improvements to walking and the general pedestrian environment feature as a key element of the following strategies:

- City and Town Centre Improvement Programmes.
- Creation of Home Zones and traffic calmed areas.
- Regeneration strategies such as New Deal for Communities and SRB.
- Residential area improvements such as Estate Action Programmes and Housing Action Trusts.

TARGETS



Cycling is an ideal form of transport for many short journeys. It is sustainable, healthy and arguably an accessible mode due to the costs involved. The partners will therefore encourage its use for many short journeys by:

- Developing a safe and convenient cycle network.
- Giving cyclists priority in accord with the appropriate mode hierarchy.
- Cycling facilities.

OPPORTUNITIES

Cycling has a major role to play in achieving the LTP's overall objectives, to demonstrate this, our vision for cycling on Merseyside is:

"To increase cycle use in order to reduce the use of private cars and improve the quality of life for all. This is to be achieved by developing a transport infrastructure that is safe, convenient, efficient and attractive for cyclists"

Previous package bid submissions have provided a basic cycling infrastructure that needs to be developed further. The partners are determined to make a

significant modal shift to cycling (and other non-polluting modes) during the term of this Local Transport Plan. As part of our road-user hierarchy the partners will give priority to cyclists, along with pedestrians, in the design and planning of all highway infrastructure, although it is recognised that in certain circumstances alternative routes and facilities may be more appropriate, particularly to avoid and eliminate potential conflicts. Whilst the partners intend to fulfil the long term target in the National Cycling Strategy (Department of Transport, 1996), of quadrupling cycle usage by 2012, the Merseyside authorities, as has been recognised nationally, will be unable to meet the short term target of doubling cycle use by 2002. In recognition of this our target for the increase in cycle usage on Merseyside has been amended.

The headline target to measure this increase is:

"To increase the overall modal share of trips by cycle to 4.0% by 2006 and to 8% by 2012" (The Merseyside Transport Authorities, 1999).

STRATEGY

Each local authority will review their

own cycling strategy to meet the standards outlined in the emerging Merseyside Cycling Strategy, in addition, ensuring consistency across Merseyside, and with the Government's Integrated Transport White Paper and the National Cycling Strategy. The Merseyside and local authority cycle strategies will be reviewed as part of the LTP process every 5 years.

Target: Each local authority will produce a revised cycling strategy in line with the Merseyside Cycling Strategy by April 2001.

Furthermore, a key element of the Merseyside Cycling Strategy is the application of a Road-User Hierarchy, which affords top priority - jointly with pedestrians - for cyclists within all local and district centres, and along many roads within the network.

CYCLE NETWORK

The partners will institute a comprehensive network of cycling facilities, as shown in Figure 3.23, planned in accordance with the procedures outlined in "Cycle-Friendly infrastructure" (The Institute of Highways and Transportation). Best practice is difficult to show locally given the limited amount of cycling that currently exists on Merseyside.

However, the partners endeavour to ensure that best practice is adopted and wherever possible exceeded, and have consequently adopted the London Cycle Network Design Guidelines (London Cycle Network Steering Group, 1998). To assist in this Liverpool City Council have recently been accepted to take part in the first year of the Cycling Touring Club Best Value Benchmarking project. This will involve visits to each of the participating 11 authorities, workshops and self-audits. Participants will agree action plans using the results of the benchmarking process to implement their cycle strategies in subsequent years. In order to ensure Best Practice is adopted across Merseyside, the results of this process will be shared with the partners within our regular monthly working group meetings.

A Merseyside cycle network will provide for a significant change in the provision of facilities for cyclists such as cycle-lanes and cycle parking, leading to modal shift. The network also allows the partners to integrate measures to assist cyclists with other transport and planning development, such as public transport interchanges and new leisure and public buildings.

The proposed Merseyside Cycle Network is shown in Figure 3.11.

The proposed network has a strong focus on linking main employment sites

with surrounding areas. The network combines both on and off-road routes, providing a greater degree of autonomy and accessibility to facilities and employment and education opportunities for local residents and the people of Merseyside. The many complementary effects, such as social integration, improved personal health and reduced environmental impact that the network will deliver, will also be supported through Health Improvement Programmes and TravelWise initiatives.

Target: By 2005, 40% of all journeys under 3 miles, will be undertaken by walking and cycling combined.

The core network (strategic routes within and between the Pathways and SSD areas), is programmed to be completed by the end of the first five year plan, with the remainder of the network to be completed by 2012. The network is dependent on part funding through the Objective One programme and is supported by the Single Programming Document.

In addition to this network, the Merseyside authorities will also be implementing complementary cycle routes and facilities as part of their individual cycling strategies and greenways development.

Target: The partners will institute a comprehensive core cycle network by 2012. The sections linking the pathways areas to the

SSDAs will be completed by 2006.

CYCLE AUDIT AND REVIEW

Within the life of the LTP, the partners will apply the cycle audit process to all schemes likely to have implications for cyclists including: highway schemes; traffic management schemes; highway safety schemes; public transport infrastructure; traffic calming schemes; road and footway maintenance schemes, and planning proposals with highway implications

The cycle review process will be applied to existing transport networks to identify their positive and negative attributes for cycling and to assess ways in which those networks could be changed to encourage cycling. All documentation resulting from audit and review procedures will be available to the public on request.

CYCLE PARKING

The provision of safe, secure and full accessible cycle parking is an important consideration when deciding whether to make a journey by cycle.

In recognising this as a minimum requirement, the authorities will revise cycle parking standards to the criteria in draft PPG 13. Furthermore, to ensure facilities are appropriate, cycle user groups will actively participate in decisions such as the number and location of parking facilities.

A programme of cycle parking provision will be undertaken to provide adequate parking at all local authority public buildings, leisure centres. The authorities will encourage other similar

establishments to make provision for cycle parking. The planning process will be used to ensure that appropriate cycle parking provision is provided as part of planning permissions in accordance with the standards defined above.

Target: Cycle parking will be provided at all public transport interchanges (and other public transport facilities where appropriate) by the end of 2002.

Target: Cycle parking will be provided at all local authority public buildings by the end of 2002.

INTEGRATION WITH PUBLIC TRANSPORT

All local trains currently carry cycles free of charge and without restriction (space permitting, but without the need to make a reservation). The authorities are determined to continue this practice. The partners will additionally endeavour to ensure that all new heavy rail rolling stock, carries cycles under the same conditions.

The Mersey Ferries provide an important alternative means of crossing the Mersey, for both leisure and commuter cycle trips. Cycle users are charged as pedestrians and this is a travel opportunity, which will be actively marketed with a view to increasing cross river cycle traffic.

The partners will encourage public transport operators to be innovative in their approach to promoting cycling, and will support schemes such as cycle hire

at interchanges.

Detailed information on proposals for cyclists on public transport can be found in the Public Transport and Interchange strategies.

CYCLING TO THE FUTURE

Cycling underpins the TravelWise strategy, through the active promotion of School Travel Plans, Green Transport Plans and general cycle promotion and publicity, to make transport on Merseyside more sustainable. The partners will ensure cycling has a major part to play in these initiatives.

The partners will continue to apply the principles of our road-user hierarchy and the guidelines provided in cycle-friendly infrastructure to ensure that conflicts between different highway users and cyclists, are minimised. The authorities will each undertake an annual review of accidents involving cyclists, and identify any appropriate remedial measures.

The partners will work in partnership with the health authorities to promote cycling, and seek support from the Health Action Zone to fund projects to remove the barriers to cycling, expanding cycle training schemes to include adults, provision of cycle training through exercise on prescription schemes, cycle loan schemes to enable access to employment and education opportunities.

The measures outlined above will require a real commitment in revenue expenditure in addition to funding



DEMAND MANAGEMENT

In seeking to reduce car use and dependency it is not sufficient to rely on improvements to alternative modes (walking, cycling and public transport) alone. The demand for car travel will also have to be managed in a more direct way.

Demand management is central to the effective delivery of the LTP Strategy. It seeks to implement an integrated range of measures, aimed at directly reducing car use and dependency where quality alternatives to the car are readily available.

Emphasis within the first LTP will be to minimise the volume of cars on roads across Merseyside during peak periods. Car commuters, and parents taking children to school by car will be specially targeted, with complementary measures planned on walking, cycling and public transport routes.

Demand Management has the following key elements:

- The parking strategy
- Mersey Tunnel Tolling Policies
- Road space / capacity reallocation
- Travel management plans

ROAD TOLLS AND WORKPLACE CHARGING

The new Transport Bill offers local authorities the opportunity to introduce road tolling and workplace parking charges.

Although the Partners recognise that such measures could be highly effective, there was a strong view expressed during the consultation that their introduction could seriously jeopardise regeneration of the local economy which is the heart of our transport policy.

As regeneration picks up pace over the next five years, the Partner authorities will however evaluate the potential of introducing road user tolling and workplace parking charges for the second LTP in 2006/7 to 2010/11. This will be carried out in full consultation with key stakeholders such as the Chamber of Commerce, the Highways Agency etc.

PARKING STRATEGY

Managing Traffic Levels and Congestion: The Partners believe that parking control offers the most effective curb on car usage. In particular central area car parking controls will play an important role in helping to reduce peak

hour traffic volumes and congestion by encouraging commuters to use more environmentally friendly travel alternatives.

The Parking Strategy is based on the following elements:

- *Strict control of the overall number of car parking spaces and charges*
- *On-street parking controls*
- *Effective parking enforcement*
- *Application of maximum car parking standards*

CONTROL OF THE OVERALL NUMBER OF CAR PARKING SPACES

There will be no overall increase in the number of car parking spaces beyond current levels in the main centres, except to meet the minimum operational needs for major new city and town centre developments.

Private sector car park operators are a significant provider of off-street spaces in Liverpool City Centre (of the 16,500 off-street spaces in the City Centre, only 3,000 are operated by the City Council). An aim of the Merseyside parking strategy will therefore be to develop partnership working between the local authorities and private sector car park operators and developers.

Also, some local authorities will also use planning agreements to encourage private developers to operate their car parks in line with the adopted Car Parking Strategy. The UDP Reviews will contain policies to strengthen this approach.

The Parking Strategy takes on board advice in PPG6 (Town Centre and Retail Developments), and will encourage car parks linked to particular developments to serve the needs of the centre as a whole and not just the particular development.

The local authorities will, through the UDPs, encourage the redevelopment or reuse of existing private parking, and refuse parking proposals which add to an over-supply of spaces and therefore contribute to congestion and environmental problems.

Charging Policies

Discouraging Long-Stay: The Merseyside Districts have been applying charging regimes which actively discourage long-stay parking at the main centres, by progressively seeking to increase the cost of long-stay parking. In contrast, short stay-parking charges in the main centres are being set at levels so as not to discourage shoppers and visitors.

Monitoring of charges applied in the main centres across Merseyside has confirmed that there have been significant increases to long-stay charges in recent years.

However as the quality and attractiveness of alternatives to the car are introduced the Partner authorities will increase the relative cost of short-stay parking.

Private Operators: The Partner authorities will also encourage the development of common pricing structures with private sector car park operators to ensure the maximum effectiveness of the Parking Strategy. Similarly private sector car park operators will be encouraged to manage their car parks so as to discourage use by all day commuters in favour of short stay shoppers parking.

On-Street Parking Controls

On-street parking is controlled in Liverpool City Centre, Bootle, Southport and Birkenhead, although parking prohibitions are in place on some streets in all centres.

The City Centre Movement Strategy is proposing the creation of "pedestrian priority areas" in which some on street parking provision will be removed to be replaced in some instances by loading bays. This approach will also allow footways to be widened and will eliminate clutter created by lines of parked cars on the carriageway.

The effectiveness of enforcement of controlled parking is essential for its success, as discussed in the next section.



DECRIMINALISED PARKING IN SEFTON MBC CASE STUDY

On 1st February 2000 Sefton MBC took on the powers available under the Road Traffic Act 1991 to enforce "yellow line" offences within its boundary. This followed a two year preparatory period during which the systems, equipment, accommodation and staff necessary to undertake a decriminalised parking operation were put in place.

Close partnership working with the appointed enforcement contractor and

efficient deployment of the contractors staff have seen a considerable increase and improvement in enforcement and a consequent improvement in traffic management and traffic flows within the Borough.

The new system has enabled the authority to target enforcement action at known problem areas such as around local shopping centres and at schools at the start and finish

of the school day. It also results in the Authority being the "one stop shop" for parking and avoids the problems that can result from the split of responsibilities between the Police and Local Authority

Parking Enforcement

The adoption of decriminalised parking powers by the City of Liverpool and Sefton MBC as permitted under the Road Traffic Act 1991, will play an important role in helping to manage the demand for car travel.

Sefton have (Feb 2000) and Liverpool are preparing to (Spring 2001) take over responsibility from Merseyside Police for enforcing parking restrictions. Revenue raised from parking enforcement will be used to improve the local transport network in line with the objectives of the LTP.

Other authorities are to study the results of this exercise which is forecast to:

- Promote the safe free flow of traffic.
- Promote legal parking.
- Assist measures to promote public transport.
- Improve residential amenity and the environment.
- Enable measures to assist residents and businesses to access their property.
- Promote the viability and vitality of shopping areas.

Parking Standards for New Development

Reducing the level of parking allowed in new development (and in the expansion or change of use of existing development) will play an important role in promoting more environmentally friendly forms of travel. Reduced car parking requirements can also help to drive down costs to business, and can play a major role in helping to combat increasing traffic congestion.

In line with Draft PPG13 (Transport) the Partner authorities will seek to ensure that:

- Developers will not be required to provide more car parking spaces than they themselves actually need;
- Encouragement will be given to the shared use of parking facilities, particularly in the City Centre and the other main centres, where peak levels of car use do not coincide. This will help to reduce the overall space taken up by parking;
- Secure and attractive cycle and powered two wheeler parking facilities are available as part of all new development; and
- The level of parking permitted at peripheral developments does not act as an incentive to develop in such locations.

Maximum Parking Standards: The UDPs will adopt what is termed 'Maximum parking standards'. This means that the Partner

authorities have specified the maximum number of spaces they would allow developers to provide for certain categories of development.

The emerging Draft North West Regional Planning Guidance (RPG) contains suggested maximum parking standards for a wider range of developments which are at the more rigorous end of the standards in PPG 13. These are to be "ceiling" standards covering the whole region. It also suggests a set of more rigorous ceiling standards for what is termed the "urban conurbations", which in effect cover the whole of Merseyside, Greater Manchester, Warrington and Halton.

The Partners intend to apply the 'urban conurbation' standard to defined centres across Merseyside, and apply maximum standards, below the regional ceiling, according to some or all of the following criteria:

- proximity to public transport nodes and corridors;
- high levels of population and development density;
- traffic reduction objectives as expressed in the LTP;
- controlled on-street parking;
- good availability of off-street parking;
- levels of walking and cycling;
- regeneration, levels of economic activity and economic development objectives;
- neighbouring authorities' standards;
- potential for shared use of spaces; and
- mixed use developments.

(see also Integrating Land Use and Transport Planning for further details)

A41 BUS LANE, CORRIDOR V



How we will do this

LIVERPOOL PARKING STRATEGY

Whilst the number of car trips into the City Centre have remained relatively stable over the last five years, the regeneration of the City Centre could generate a large increase in the demand for car travel by commuters if demand restraint measures and quality alternatives are not introduced.

In line with the Merseyside Parking Strategy the City of Liverpool will

- 1. provide adequate parking for residents, shoppers and visitors.
- cater for parking for shoppers and visitors
- develop car free residential development where possible
- manage visitor and shoppers parking to ensure commuters are excluded e.g. opening after 10.00 am.
- 2. limit the provision of off-street public parking to the current ceiling of 16,500 spaces
- 3. continue zonal parking pricing policy of encouraging short stay shopper and visitor parking close to the central area, with longer stay parking located on the periphery of the City Centre.
- 4. concentrate all off-street parking at the edge of the City Centre at sites and locations which enjoy good access to the highway network to ensure minimal environmental intrusion, especially from cars. Shared use of space by time of day will be attempted wherever possible to minimise space requirements
- 5. review the extent of the Controlled Parking Zone as new developments take place. The

City Council will ensure adequate parking for cyclists, motorcyclists and coaches. The introduction of controlled parking to the outer zone will be complete by early 2001 and Decriminalised enforcement will be introduced by Spring 2001. These developments will further reduce on-street long stay spaces and provide more short stay spaces for shoppers and allow more residential parking schemes. The extension of the control zone will be reviewed if commuter parking becomes a problem beyond the present control zones.

- 6. ensure that there is adequate parking for the mobility impaired in terms of numbers, design and location.
- 7. implement car parking standards for new development based on Regional maximum levels as set out in the Planning Guidance.
- 8. review the possibility of introducing workplace-parking charges as a City Centre demand management tool - with full consultation with businesses during the life of the first LTP.

MERSEY TUNNEL TOLLING

Merseytravel operates the two Mersey Tunnels linking the City of Liverpool and the Wirral. Tolls are charged for most classes of road vehicle (with the exception of motorcycles and pedal cycles) in order to cover operating costs and service the Tunnels construction debt. The setting of toll levels can be used to directly manage the demand for all road vehicles wishing to cross the river.

Merseytravel is currently sponsoring a Mersey Tunnels Bill, which is seeking Parliament's approval to raise tunnel

tolls in line with inflation without the need for public inquiries, to let a concession to operate the road tunnels and use surplus toll income to cross subsidise public transport development.

Table 3.22 shows annual vehicle flows through both the Mersey Tunnels over the period 1992/3 to 1999/00.

Table 3.22 : Mersey Tunnel Flows

	Vehicles	% Change since 1992/3
1992/3	23,470,300	
1993/4	23,990,600	+2.2
1994/5	24,854,100	+5.9
1995/6	25,062,855	+6.8
1996/7	24,966,000	+6.4
1997/8	25,523,800	+8.7
1998/9	25,690,932	+9.5
1999/0	25,714,476	+9.6

ROAD SPACE AND CAPACITY REALLOCATION

In order to make better, more efficient use of the existing road network and to better influence the demand for car travel the Partner authorities will implement a comprehensive programme of road space capacity reallocation in favour of pedestrians, cyclists and public transport.

This will be applied in accordance with the adopted Road User Hierarchy approach in each of the main corridors and centres across Merseyside.

Typically road capacity reallocation will take the form of:

Bus Priorities

These are specific traffic management measures, which are designed to give buses priority over other road traffic, while also reducing capacity for private cars. This can help bus services avoid traffic congestion and thereby reduce bus journey times and improve service reliability. Bus priority measures will play a vital role in helping to deliver a first class fully integrated and sustainable public transport system in Merseyside. When implementing further bus priority measures in Merseyside, the Partner authorities will be mindful of the 'Keeping Buses Moving' 1/97 technical guidance note issued by the DETR in 1997 which offers specific advice on new innovative techniques such as bus advance areas, bus priority in SCOOT and other signal control systems, camera enforcement of bus lanes and the importance of decriminalised parking control in the movement of buses.

As part of this first LTP the Partner authorities have fully evaluated the potential benefits of introducing effective Bus Priority measures across Merseyside. They will therefore play a vital role in helping to deliver effective and sustained improvements as part of the Public Transport Theme of the LTP.

Measures will only be introduced following extensive consultation with local communities, business, operators and other key stakeholder groups.

◌ *Bus lanes - ensure that buses receive priority*

treatment over other general traffic on the main routes (generally on main routes with heavy traffic flows, served by more than 20 buses per hour) These bus lanes take the form of either all day bus lanes or peak period bus lanes. The most typical type of bus lane is the with flow type.

- ◌ *Other vehicle classes which may be permitted to use bus lanes include cyclists, motor cycles, taxis, goods vehicles, dial -a-ride services for mobility impaired people.*
- ◌ *The Partner authorities will adopt a common approach to the management of bus lanes, including their use by other categories of road user.*

Selective Vehicle Detection - buses fitted with electronic devices receive priority treatment over other road traffic at signalised junctions on the highway network. Traffic signals are able to detect the approach of buses fitted with these special devices (transponders) and ensure that other traffic is halted at the lights so that the bus has an unhindered flow across the junction.

Often these measures work well when backed up with physical bus priority measures on the highway such as bus lanes and bus advance areas. Both will be implemented across the Core Bus Route Network as part of the Local Transport Plan.

The introduction of selective vehicle detection is dependent on the extension of the SCOOT centralised traffic signal control system across Merseyside.

PRIORITIES FOR CYCLISTS

The Merseyside Cycling Strategy will seek to implement an integrated range of measure which will reallocate more road space from general traffic use in favour of cyclists in line with the principles of the Road User Hierarchy.

PRIORITIES FOR PEDESTRIANS

The Merseyside Walking Strategy will seek to implement an integrated range of measures, which will reallocate more road space from general traffic use in favour of pedestrians in line with the principles of the Road User Hierarchy, particularly in residential and shopping areas.

TRAVEL MANAGEMENT PLANS

Travel management plans which can assist communities and business to adopt the green travel habit, come in a variety of formats. Commuter Plans and School Travel plans are discussed elsewhere.

LIVERPOOL AIRPORT SURFACE ACCESS STRATEGY (ASAS)

Liverpool Airport is currently the UK's fastest growing regional airport, handling over 1.3 million passengers in

1999, a 47% increase over the previous year, much of this based on the growth of low cost scheduled "budget" flights and the charter flight market. The Airport has traditionally been a major gateway for Irish Sea flights and freight traffic.

In order to accommodate the projected growth in passenger and freight flights, the Airport has received outline planning permission to develop a new £38 million passenger terminal. As a condition of this development, the Airport signed a Section 106 agreement with Liverpool City Council which included a number of obligations on the Airport including, surface access issues and the setting up of an Airport Transport Forum.

The growth in passenger numbers at the Airport will consequently lead to a increase in the demand for surface travel to the Airport. As the majority of passenger journeys to the Airport are currently by car the Airport Company as part of the LTP is developing an ASAS which has the explicit aim of encouraging more passengers / employees to travel to the Airport by more environmentally friendly means such as public transport.

Initial results of the recent CAA Passenger Survey (1999) showed that over 90% of passengers travelled to Liverpool Airport by car, hire car or taxi in 1999, with a further breakdown by other forms of transport shown in Table 3.23.

Table 3.23 Liverpool Airport - mode split of travel to Airport

Mode	% of Passengers
Private Car	65.9%
Taxi / Minicab	23.7%
National Railways	3.5%
Hire Car	3.4%
Bus / Coach	3.2%
Other	0.3%

The ASAS is currently being steered through the Surface Access Forum which is a broad partnership of local organisations including the Airport Company, local authorities, Merseytravel, public transport operators, the Highways Agency, the Government

Office for the North West, key employers and development agencies.

In order to match the proposal in Surface Access Strategy indicators and targets are being developed.

The ASAS will seek to achieve the targets by a package of improvements focused around the following key issues:

PUBLIC TRANSPORT

The current percentage of passengers arriving by public transport is 6.7% Projected targets will be set following further analysis of the CAA Passenger Survey (1999).

An Airport employee transport survey is currently underway to determine the proportion of employees arriving by public transport. From this survey data, targets will be incorporated into the Airports Green Transport Plan.

OTHER MODES

Given the location of the Airport, other than those living close by, it is unlikely that any employees will walk to the site. However, walking within the airport area (non airside) between car parks, public transport interchange (including taxis), between the two terminals (on completion of the second terminal), between offices and places of employment, is to be encouraged. The ASAS will promote this by the provision of safe, well signed, segregated routes, which are fully accessible.

Cycling to the Airport is to be encouraged and the ASAS will make provision for this by examining a number of on and off site facilities and improvements for inclusion in the Green Transport Plan.

AIRPORT USAGE FORECASTS

Passenger numbers have grown from 0.6 million in 1996 to a forecast of 2.1 million in 2000. Passenger volumes are expected to grow further, with the

opening of the new Terminal, to some 6 million per year by 2015.

Current employment levels at the Airport are approximately 1,000 staff. This is anticipated to increase in line with passenger growth to the industry standard of approximately 1 employee per 1,000 passengers.

DELIVERY

The ASAS will seek to achieve a package of improvements focused around the following:

Short Term Measures (2 Years)

- A new high quality express coach service linking the Airport to the City Centre including key hotels.
- Improved public transport access to the local rail stations at Garston, Allerton and Hunts Cross via a circular bus service in addition to the existing connection.
- Improved bus connections to other parts of Merseyside by the introduction of new SMART services and the diversion of existing local bus services (September 2000).
- Improved public transport connections to Runcorn.
- Improved footway standards and pedestrian access in and around the airport terminal and car parks.
- Introduction of a Green Transport Plan for airport employees.

Medium Term Measures (3-5 years)

- A new multi-modal facility, Allerton Interchange.
- A new "fixed" link bus service to Allerton Interchange.
- An express quality bus service to Liverpool City Centre via Allerton.

EVENT MANAGEMENT CASE STUDY: MILLENNIUM EVE CELEBRATIONS - LIVERPOOL CITY CENTRE

Events play an increasing important role in generating both local and external visits to the prime tourism destinations of Merseyside. Public Transport provision and information makes a substantial contribution to the success of such events which often require street closures and the temporary extension of pedestrian zones.

Liverpool's Millennium Eve celebrations included a major pop concert at the Pier Head, a family Millennium funfair and River of Light celebration at Chavasse Park/Albert Dock and a free concert on St George's Plateau. Together these events drew hundreds of thousands of visitors to the city centre over a 12 hour period. The availability

of a frequent, low cost bus service organised by Merseytravel, throughout the night on main arterial routes undoubtedly added to the overall numbers enjoying the celebrations and helped make them so successful from a public safety standpoint.

- Provision of segregated bus and cycle ways to the new terminal.
- Improved public transport interchange layout, including level boarding facilities.
- Improved passenger transport information and through ticketing via air and bus/train operators.
- Provision of safe cycle storage, changing and shower facilities

Long Term Measures (5 years plus)

- Remote check in facilities.
- Possible Rapid Transit Link to Allerton Interchange.

Over the coming months as the ASAS is developed, the Airport Transport Forum will carry out comprehensive market research on the travel needs of employees and existing / potential passengers using the Airport.

VISITOR TRAVEL MANAGEMENT STRATEGIES

Tourism is one of the fastest growing elements of the Merseyside economy and is set to play a major role in the regeneration of the region.

Tourism is a substantial contributor to wealth and employment in the region, currently supporting some 18,000 jobs (3.6% of total employment) and £500

million of visitor spending (2.5% of total regional GDP).

Tourism also plays a major role in helping to develop a positive image of Merseyside, enhancing the quality of life for residents, underpinning leisure, culture, retail and local services and encouraging environmental improvements.

The Merseyside Tourism Strategy "Visiting Merseyside: A five-year programme for sustainable tourism" sets out a comprehensive framework aimed at doubling visitor spending to £1billion and create 12,000 new jobs by 2005.

As Merseyside features a large number of visitor attractions, managing the demand for car travel to these sites will play an important role in helping to

CASE STUDY: QUEEN SQUARE CENTRE A COMBINED MERSEYTRAVEL AND MERSEY TOURISM FACILITY

The Queen Square Centre opened for business on 8 November 1999.

The building is modern in appearance and acts as a beacon to people in the area of Queen Square Bus Station. High quality design and graphics give a relaxed and professional appearance to a key facility in promoting travel and tourism within Merseyside.

The Merseytravel Travel Centre provides a comprehensive range of travel information and ticket sales for all local bus, train and ferry services. Printed timetables are available for all of these, plus information on holidays, excursions and National Express Services.

The Merseytravel Travel Centre reports an increase in Merseytravel pre-paid tickets of 15% and National Express bookings up by

70% since the new Centre opened.

"People are very impressed by the facility" reports Travel Centre Supervisor Suzy Watts. "There is the space for people to browse around and see what there is to offer in a modern uncrowded environment.

Business is equally buoyant for Mersey Tourism who handle a whole package of services for both visitors and local people. The Tourist Information Centre handles both local and national tourist enquiries, souvenir sales, theatre and special events bookings and Ferry bookings to the Isle of Man and Ireland.

"The new building is bright and light and airy and since we have moved in we have experienced a substantial increase in both enquiries and sales. It has been a great move

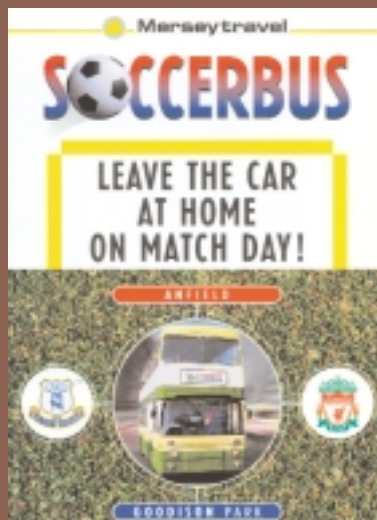
to provide an integrated one stop public transport and tourism centre in "the heart of Merseyside."

CASE STUDY: SOCCER BUS

In order to help reduce traffic congestion on match days at Liverpool and Everton Football clubs, Merseytravel in partnership with Liverpool City Council, the football clubs and Merseyside Police launched a new Soccer Bus service at the start of the 1999/2000 season.

The service provides a high frequency dedicated shuttle bus link from Sandhills Station to both football grounds. Passengers are able to purchase a single fully integrated bus/ rail ticket from any station on the national rail network to either Anfield or Goodison.

During the 1999/2000 season over 10,000 people used the service.



meet the overall objectives of the LTP.

Comprehensive surveys of visitors to Merseyside have been conducted every 5 years since 1980. The last survey relates to 1995 and estimates that some 24.5 million visits were made to Merseyside that year, 2.7 million were overnight trips and 21.8 million were day trips. Overnight trips generated spend of £226 million and day visits £257 million. Between 1990 and 1995, total tourism spending increased by 18% in real terms.

Merseyside is primarily a day visitor destination with 9 out of 10 visitors staying just for the day and these visitors are drawn primarily from the North West. Staying visitors come from the South East, the Midlands and the North especially Yorkshire and the Humber. Overseas visitors come from European Union states (especially Ireland, the Netherlands and Germany), the USA, Canada and Japan.

Both the Government's tourism strategy entitled "Tomorrow's Tourism: A growth industry for the new Millennium" and the North West Tourist Board document "Sustaining Progress: A sustainable strategy for the North West" advocate the development of effective visitor management strategies.

Therefore building on these messages the Merseyside LTP will seek to develop effective Visitor Management Strategies for:

- The main football, and rugby league grounds

- Aintree and Haydock Racecourses
- Key tourist attractions
- Specific events such as the Open Golf Championships held at Royal Birkdale and any national / international events
- The tourist resort of Southport.

These Strategies will be progressed in partnership between the event or attraction management, the local authorities and Merseyside, transport operators and the Police and be promoted as part of the TravelWise campaign.

In line with the recommendations of the Government's national tourism strategy, typical components of Visitor Management Strategies will include the following:

- Better publicity and information on environmentally friendly forms of travel to and from the event or attraction.
- Better coach parking and coach hosting facilities, especially in Southport and in Liverpool City Centre.
- Encourage tourist and leisure site managers to produce Green Transport Plans to reduce congestion and pollution from employee and visitor car traffic to tourist sites and encourage a switch away from car use to less polluting forms of transport.
- Encourage the upgrading of public transport infrastructure to accommodate leisure capacity, for example by providing facilities



for bicycle carriage, cycle parking and improving the frequency of weekend services.

- Identify an appropriate package of measures (Park and Ride, integrated ticketing schemes, discounts or other incentives for people arriving by public transport.
- Encourage the creation of new tourism products that integrate walking with cycling or travel by bus and rail as part of the experience and cater for all passengers, including people with young children.

POWERED TWO WHEELERS

As a vulnerable road user, the needs of powered two wheeler (PTW) users must be recognised and addressed. This is particularly the case as PTWs are one of the fastest growing forms of transport as commuters switch to them as smaller vehicles to 'beat' congestion.

The Government's Transport White Paper "A New Deal for Transport: Better for Everyone" recognised that mopeds and motorcycles can provide a real alternative for trips where public transport is limited and walking and cycling unrealistic, increasing mobility and widening employment opportunities.

Therefore as part of the Merseyside LTP, the partner authorities will seek to ensure that:

- the needs and safety of powered two wheelers is fully taken into account as part of new transport schemes



URBAN TRAFFIC CONTROL

TRAFFIC SIGNALS & SYSTEMS

Electrical and computer based systems for traffic control and monitoring are essential for the efficient and safe use of the highway.

The main elements for consideration are:

- Traffic signals.
- Local traffic control centres.
- Signals linking, including SCOOT
- Closed circuit television.
- Automatic monitoring of traffic and pollution.
- Variable message signing.
- Maintenance issues.

Traffic Signals

Traffic Signals provide control at major points of conflict between all types of road users within the highway network. As such they can contribute to safety and accessibility. Proposals related to the provision of facilities for vulnerable road users include the installation of:

- additional pedestrian and cycling facilities at existing signals.
- tactile paving and tactile or audible units to assist the visually impaired.

- extra low voltage cabling for push-button units to ensure the maximum level of safety for pedestrians in the event of electrical faults or vandalism.

Local Traffic Control Centres

The partner authorities run Local Traffic Control Centres which are a focus for the management of maintenance regimes and traffic control strategies relating to traffic signals and systems. Services provided by the centres include:

- traffic signal fault reporting and management facilities.
- monitoring of traffic congestion / incidents using Closed Circuit Television (CCTV).
- monitoring of signal operation and faults using Urban Traffic Control and Remote Monitoring Systems.
- liaison with emergency services and implementation of emergency green wave facilities.
- providing traffic and travel information to the media / public information services.

Urban Traffic Management and Control (UTM)

Historically Urban Traffic Control (UTC) systems have been used to maximise the capacity of the road network by co-

ordinating signal timings at adjacent junctions and pedestrian crossings. Whilst remaining important this role is changing to reflect concerns about traffic pollution and congestion. UTC systems are increasingly being seen as powerful tools to monitor overall network performance and support specific policies, such as bus priorities, cycle strategies, traffic restraint measures and air quality issues.

As part of the transition of UTC systems to UTM applications existing UTC data storage transmission, and processing equipment will be upgraded for multi-disciplinary operation.

The Partner Authorities recognise that telematics systems have a major role to play in making more efficient use of the existing road network and plan to extend their use throughout Merseyside.

SCOOT

SCOOT is a nationally recognised method for reducing delays and congestion by the co-ordination of traffic signals in real-time, enabling the system to adapt to changing traffic conditions and take account of unexpected variations in traffic flow. SCOOT is already operational in a number of areas and it is planned to extend its use to all major traffic routes. Spare network capacity generated by this will allow the

reallocation of road capacity to public transport and vulnerable road users.

Closed Circuit Television

Closed circuit television systems (CCTV) are now recognised as a cost effective and efficient means of monitoring traffic over a large network. To ensure that the partner authorities' Traffic Control centres can make best use of their staff resources it is intended to extend existing CCTV coverage to additional key locations within the highway network. Through initiatives for shared use of equipment by the partner authorities and Merseyside Police, traffic cameras will also make a significant contribution in areas such as security and public safety.

Pollution monitoring

Pollution generated by traffic has a major impact on environmental conditions. Roadside Pollution monitors are used to measure levels of pollutants at sensitive locations with the data being recorded and monitored. It is proposed to extend the coverage of automatic pollution monitoring equipment and to use this information to trigger alternative traffic control strategies based on pollution thresholds.

Automatic Traffic Count Sites

A significant number of sites are already

operational collecting traffic flow data on a continuous basis and the number of sites will be increased. It is proposed to use the count sites in conjunction with pollution monitoring equipment. This will enable the development of models for the prediction of future pollution levels based on historic traffic and pollution data, thereby allowing the early implementation of alternative traffic control strategies prior to pollution thresholds being reached.

Variable Message Signing

Variable message signs will contribute to traffic management both locally and at a strategic level. This will be achieved by providing details of the number of spaces available in city centre car parks and by providing driver information at locations where car users need to make decisions about their travel options for making journeys into city centres.

Signal Improvements

As traffic volumes continue to increase traffic signals are often seen as the only solution to capacity and safety issues. This results in additional signal and pedestrian crossings being installed year on year.

Over the past 20 years it has been recognised that traffic signals can play a significant role in maximising capacity and safety within the highway network through:

- The introduction of UTC systems to co-ordinate traffic signals and reduce congestion.
- The introduction of systems to monitor signals for faults.
- The implementation of bus priority measures.
- The introduction of improved facilities for vulnerable road users e.g. Audible signals, tactile units, bleep and sweep units.

The contribution made by traffic signals to strategies to provide improved access for vulnerable road users has resulted in new types of equipment and electrical standards being developed constantly. These are generally installed as standard on new sites but resources will need to be allocated to allow the retrospective fitting to existing sites. With present levels of finance traffic signal improvements are generally restricted to:

- Part of a highway improvement scheme.
- Part of a local safety scheme.

MAINTENANCE STRATEGY

Traffic Signal maintenance is a key issue with partners having to balance the effects of deteriorating infrastructure against safety. Deterioration of electrical wiring and components is a key factor.

The overall objective is to maintain all traffic signals such that faults are kept to a minimum and where faults do occur that they are repaired within appropriate timescales.

Maintenance falls into two distinct categories which address

- ◊ *responsive maintenance of day to day signal faults and damage to ensure the restoration of safe and efficient operation within acceptable timescales.*
- ◊ *planned maintenance relating to the structured replacement of obsolete and ageing equipment.*

Responsive Maintenance

With an ageing equipment stock Authorities are having to allocate greater financial resources to the responsive maintenance and replacement of faulty equipment. This in turn reduces the level of expenditure available for planned improvement works.

The partners also recognise the benefits for safety of implementing systems for the automatic monitoring and reporting of faults. To this end they provide control room systems for monitoring and passing faults to contractors and are committed to ensuring that all sites will be remotely monitored for at least any lamp fault within the next 5 years.

Planned Maintenance

As with all electrical installations traffic signal equipment and cabling deteriorates with time. To ensure that faults on the equipment are minimised and public safety is ensured the partners carry out regular periodic inspections and electrical testing of installations.

The partners recognise the advantages of carrying out a structured programme of equipment renewal. In line with the expected lifespan of the electrical components it is proposed to implement this programme over a 15 year period with one third of all sites being completed within the timescale of this plan.

As an integral part of the planned renewal all sites are to be installed with fully ducted cabling allowing easier maintenance throughout its life and quicker more cost effective replacement at its subsequent renewal. Opportunities will also be taken to incorporate improved facilities for vulnerable road users as part of these works.

To ensure the most cost effective allocation of resources partners will produce a priority list of improvements taking account of:

- ◊ *An inventory of sites and equipment for vulnerable road users.*
- ◊ *Electrical testing of sites carried out as part of a 5 yearly rolling programme.*
- ◊ *Periodic maintenance inspections of sites carried out annually.*

De-trunking

Provision has been made within the bid for the funding of maintenance and replacement of traffic signals on routes that are proposed for detrunking.



HIGHWAY SIGNING

For both existing and potential users, a fundamental requirement of an accessible, integrated transport strategy is the provision of reliable and useful information on and about all modes of travel.

All of the main topic areas have identified signage as a key element of their individual strategies.

Because of the differing natures and uses of the various parts of the highways network, the provision of appropriate signage is essential to maximise its effectiveness.

STRATEGIC HIGHWAY SIGNING IN AND AROUND MERSEYSIDE - A SNAPSHOT

The majority of existing signing is dependant and orientated towards the districts, with the exception of that related to tourism, primary routes and motorways.

STRATEGIC VIEW - STRATEGIC REQUIREMENT

Since 1992 an ever increasing number of joint initiatives by the partners have highlighted the need for a strategic perspective. Such joint working

includes:

- Interchange Strategy
- Park & Ride Strategy
- Initiatives to promote Economic Regeneration
- Tourism/Special Events
- Merseyside Freight Study

A countywide approach is required in order to provide coherent, useful and, at appropriate locations, Vehicle Message Signing (VMS) for all road users. This will focus on:

- *Informing about the availability, and promoting the use, of alternative modes to reach specific locations/events - Park & Ride at a strategic level.*
- *Encouraging HGV traffic to use the appropriate routes for specific destinations.*
- *Advising of central area parking/access availability.*
- *Advising of strategic traffic management diversions and rerouting traffic appropriately.*

THE SIGNING STRATEGY

The strategy seeks to ensure that all traffic entering the county via a Principal route is informed by a combination of conventional and VMS how to access:

- *Main freight destinations - using advisory routes,*
- *Strategic Park & Ride sites,*
- *Major tourism attractions and occasional events venues,*
- *Designated Primary destinations, and*
- *Parking for District Centres.*

The strategy will employ the existing and proposed highway signage, including that implemented as part of, or as a result, of the following:

- *Existing route based strategies*
- *Merseyside Park and Ride Strategy*
- *Merseyside Freight Strategy*
- *Merseyside Tourism Strategy*

Of necessity some of this signage will be located outside Merseyside on roads under the management of the Highways Agency and other highway authorities.

Picking up the existing conventional signing, with modification where necessary to bring this into line with the agreed countywide approach, VMS signage will be erected on the major routes accessing Merseyside.

Using telematics, this cordon of signs would enable the existing network control centres to work with district UTC/Traffic Management offices to more effectively control the flow of traffic from the strategic to more localised network and vice versa; optimising the efficiency of both systems. Existing and proposed urban

centre systems, including car parking advisory ones, would continue to be under the day to day management of individual highway authorities.

On the occasion of special events or unforeseen circumstances the various control centres would be able to act in collaboration with each other and the relevant Police Forces, in order to ensure speedy and co-ordinated action.



ENCOURAGING CHANGE - TRAVELWISE

The Encouraging Change Theme of the LTP is all about encouraging people and business in Merseyside to get into the green travel habit. To achieve a reduction in car use and dependency we must raise awareness across the community of the environmental, health, economic and social benefits of using environmentally friendly travel choices.

OPPORTUNITIES

At the heart of efforts to encourage travel change is the established Merseyside TravelWise campaign. The campaign is run by a partnership of Merseyside local authorities, Merseytravel, the health sector and voluntary sector environmental organisations. Central to the campaign lies the principle of community and business involvement. The 'TravelWise' team are available to positively help and guide business, communities and individuals to change travel behaviour and become less car dependent.

CAMPAIGN OBJECTIVES

In developing the TravelWise strategy, the Partners recognised the

complexities of changing long-held beliefs such as feeling that the car is "needed" for every journey, to recognising the advantages of, and choosing to use, more sustainable alternatives where possible.

To support this, the TravelWise campaign is closely integrated with Local Agenda 21 strategies in each of the Merseyside Districts. This reflects the strong ethos of the need to closely involve local communities and business in the campaign as well as recognising the benefits of promoting sustainable travel as part of the wider sustainability message.

Short Term

Increase recognition of TravelWise and its association with sustainable transport and raise awareness of the consequences of transport choices.

Medium Term

To achieve acceptance of the need for change in travel behaviour and change peoples' attitudes to alternatives to the car.

Long Term

Bring about a sustained long-term reduction in car use and dependency on

Merseyside.

HELPING TO DELIVER CHANGE

Over the life of the first LTP, the Merseyside TravelWise campaign will seek to encourage change through:

- *raising general awareness and other campaigns targeted at cycling, walking and health related strategies*
- *assisting with the introduction of key initiatives such as Green Transport Plans and School Travel Plans*

GENERAL AWARENESS CAMPAIGNS

The TravelWise campaign aims to reach everyone who lives or works on Merseyside. A comprehensive range of publicity material has been produced and widely circulated by the Partners highlighting the issues. The campaign will be enhanced with the development of a Merseyside TravelWise web site.

Awareness of the campaign is given a boost through Merseytravel's annual Green Transport Festival. This has provided a focus for media attention on sustainable travel issues and is used to publicise a wide variety of healthy transport and environmental events during the summer.

The TravelWise programme also

carries out a number of initiatives to complement national and regional campaigns. Every year, Bike to Work, Car Free Days and Walk to School Weeks are organised by the partners with colleagues in schools and organisations across Merseyside. The first car-free day is planned for September 2000 in Liverpool.

Headline Target: Increase awareness of the campaign from those questioned from 11% to 20% over the five-year period.

INTEGRATION WITH OTHER KEY INITIATIVES

Cycling

The TravelWise campaign will play a central role in supporting and promoting the new Merseyside Cycling Strategy, highlighting the health and environmental benefits of cycling. The campaign has formed good partnerships with the voluntary sector, for example supporting the Merseyside Cycle Campaign in the development of the first cycle map for Merseyside.

Walking

Supporting the new Walking Strategy through targeted campaigns, the production of a range of innovative promotional materials and health walk initiatives.

MERSEYTRAVEL'S GREEN TRANSPORT FESTIVAL 2000

Over 2000 school children from across Merseyside attended the launch of Merseytravel's Green Transport Festival at Liverpool's famous Pier Head over two days in June 2000.

The centre piece of the launch was a unique solar and wind powered circus and exciting green road show. The show also featured a revolutionary electric vehicle. The special two days school event came complete with solar powered Merry-go-Round and fountain, slide shows all about recycling, nature conservation, green energy and green transport.

Merseyside's biggest public transport operator ARRIVA backed the Festival providing free bus travel to all school children attending the circus, and transport links to other events throughout the summer.

Merseyside Environmental Trust Chair Dr Geoffrey Woodcock said the Green Transport initiative had been a major force in bringing people together for environmental change.

"Every year more and more people are getting on board. They are making the connections between recycling, wildlife protection, pollution reduction, healthy food, green energy and cutting car use. They are all part of a menu for a brighter future."

CASE STUDY: SEFTON MBC 'IN STEP' GREEN COMMUTER PLAN

Sefton MBC launched their Green Commuter Plan 'In Step' in June 1999 following extensive staff consultation. A special TravelWise leaflet was produced, using aerial photography to show how to get to council office buildings in Bootle by public transport. The guide has been well received and is used to inform staff and visitors of the TravelWise initiative. Since

the launch, information has been included at all bus stops in the area and a competition was run for those pledging to be TravelWise. In recognition of their commitment, Sefton MBC are now recruiting for a full time Travel Awareness Officer to develop Green Transport Plans in the Borough.

Health

The Health sector has played a major role in developing the Merseyside TravelWise campaign. Health Action Zone funding has been secured for an innovative range of measures, part of this funding will be used to secure another full-time officer to work with the partners on the campaign. Over the period of the LTP, these partnerships will be strengthened and collaborative working will increase, initially focusing on work related to walking and cycling and development of Green Transport Plans for health sites.

GREEN TRANSPORT PLANS (GTPs)

A key element in the TravelWise campaign is the introduction of Green Transport Plans for major employers across Merseyside. A Green Transport Plan is a set of measures and partnerships established by an organisation to make sustainable ways of commuting more attractive. The aim of Green Transport Plans are to:

- Improve accessibility to sites by specifically enhancing and / or promoting environmentally friendly travel choices;
- Improve individuals' health;
- Reduce car use and dependency to key sites, reducing both localised congestion and pollution

Green Transport Plans can also reduce the demand for car parking and help enable people to change their travel behaviour.

Leading by Example:

The partner organisations are committed to introducing their own Green Transport Plans, with Sefton having adopted theirs in 1999.

During the life of the first LTP, the Partners will develop their own Green Transport Plans and assist their adoption among major employers in the area.

A guidance pack for employers has been produced by the TravelWise partners along with leaflets aimed at involving employees and displays and posters to assist in promotion of the initiative. The support package available to employers was launched at a seminar in March 2000 supported by Liverpool Chamber of Commerce. All large employers on Merseyside were invited to the event and follow up work will continue with those and other organisations over the five year period.

Identifying Key Sites:

During the LTP the following key employers will be targeted and encouraged to develop GTPs for their sites:

- major employers, including partner authorities.
- health sites.
- further education sites.
- major leisure/ tourism and retail sites.

By concentrating Green Transport Plan development on these key employers

the LTP can have the greatest impact in terms of reducing traffic and the promoting social inclusion. Both the cycling and walking programmes are integrated with this initiative to ensure that improved facilities can be linked with Green Transport Plans.

Developing Partnerships:

The key to the successful development of Green Commuter Plans is the sharing of experience between the Partners, employers, key agencies and transport operators. Consequently networks of organisations working on

PORT SUNLIGHT

Green Transport Plans are to be developed. Such networks can help bring forward plans on an area basis where applicable.

IMPROVING ENVIRONMENTAL CREDENTIALS - UNILEVER RESEARCH, PORT SUNLIGHT

The Unilever Research Laboratory, based in Port Sunlight, Wirral is the largest of the company's six research labs with approximately 1,400 employees, 25% of which live within 1 mile and over 50% living within 3 miles - and yet 70% drive to work!

- Unilever recognise the benefits to themselves of developing and adopting a Green Transport Plan:
- Improved image and better PR for recruitment (new graduates etc. have a high awareness of environmental

THE PHASED STRATEGY:*The Green Transport Plans*

Interim Targets	Headline Targets
PARTNER AUTHORITIES	
3 Partners to adopt in 2000/01. The remaining 2 Partners to adopt plans by 2002	All Partners to be implementing their adopted GTP by the end of the 5-year period
HEALTH AUTHORITIES	
The 5 largest hospitals to have a GTP by 2003	All major health sites to have approved a Green Transport Plan by the end of the five-year period
FURTHER EDUCATION	
The 3 main universities to develop a GTP by 2002.	All further education sites to have developed a GTP by 2005/6
MAJOR EMPLOYERS	
5 major employers a year to prepare a GTP	30 major employers to have developed a GTP by the end of the 5 year period.

issues), customers (amongst whom environmental and ethical credentials are becoming increasingly important) and, in particular, good neighbourhood relations as Unilever sees itself as part of the local community

- Providing a complete Environmental Management System (EMS) as part of ISO 14001
- Reducing congestion and improving access to the site
- Health benefits to both the employees and the employer
- Through measures to promote car sharing, public transport, shuttle buses, walking and cycling, Unilever hope to increase:
 - Car sharing by 10%
 - Train use by 10%
 - Bus use by 10%
 - Cycling by 20%
 - Walking by 10%

SCHOOL TRAVEL PLANS

The TravelWise campaign is also being used to promote the adoption and development of new School Travel Plans across Merseyside. It is believed that the wider School Travel Plan approach is a key factor in ensuring that changes are long term. School Travel Plan promotion is integrated with the Healthy / Eco-School initiatives.

The school journey now accounts for approximately a fifth of peak hour traffic. Fewer children are travelling to school on their own and increasing numbers are being escorted to and from school by car. School travel surveys conducted indicate the following modal split average for school journeys:

- Walk 45%
- Cycle 2%
- Car 37%
- Car/Walk 13%
- Bus 3%

This trend has wide reaching implications for:

- Air pollution.
- Safety (particularly road safety at the school gate).
- Children's health and levels of fitness.
- Establishing poor activity patterns and travel behaviour which will persist into later life.
- Reducing children's independence and ability to judge situations independently.
- Reducing the opportunities for children to socialise and learn about their environment on the way to and from school.

- *Conflict with local residents due to congestion at school times.*

A range of material, including a School Travel Plan Teachers Resource Pack has been produced in order to support schools in developing School Travel Plans. In order to be successful schools will need to have complete ownership of the project. The Pack contains class based curriculum material including worksheets and activities aimed at Key Stage Two. Walk to school weeks are becoming increasingly successful on Merseyside with more than 50,000 children taking part in May 2000.

A School Travel Plan is a co-ordinated set of actions and measures put in place by a school in partnership with local authorities, transport operators, parents, governors, children, the Police, Health Authorities and local residents. A School Travel Plan aims to address issues of health, safety, environment and independence by improving conditions for those walking, cycling or using public transport when travelling to and from school. Each Plan will feature a comprehensive range of measures designed to address all aspects of school related travel tailored to the requirement of each area.

School Travel Plans will be carefully targeted at those schools, which will help deliver the overall objectives of the Plans and will be selected according to the following criteria:

- *Safety benefits*
- *Potential for reducing car use and dependency*
- *Long term commitment to develop and implement the Plans*
- *Schools in corridors where comprehensive demand management measures are being introduced.*

Headline Targets: At the end of the five year period, 50% of Merseyside schools will be working on School Travel Plans and 20% will have one in place.

For this purpose, a School Travel Plan will be defined as a school having

- *a school travel plan/written policy statement*

adopted by the school.

- *relevant education / class based work taking place regularly.*
- *involvement of the parents/governors/ children in identifying and implementing measures*
- *adoption of a whole schools approach as part of the community.*
- *child accident safety audits/access audits.*

MONITORING

The TravelWise campaign contributes to reduced traffic and improved access across Merseyside. Through the adoption of the Road User Hierarchy the Merseyside partners have recognised the need to prioritise these means of travel over the private car. Implementation of this approach and the strategies for walking, cycling and improving public transport, supported by the TravelWise programme, greatly improve the potential for change.

Suitable monitoring travel change will involve measuring:

- *Changing attitudes to travel choices*
- *Uptake/participation in initiatives*
- *Changes to actual travel behaviour*

This will be done by continuous market research building on existing base line survey information provided by Merseytravel's quarterly tracking survey, through the TravelWise web site and surveys conducted under Green Transport and School Travel Plans.

Monitoring will also be undertaken to measure uptake of School Travel Plans, Green Transport Plans, levels of participation in initiatives such as Walk to School Week. In addition to monitoring uptake, the partners intend to annually monitor the behaviour of participating schools. Similarly, follow-up surveys with employers and partners will enable the measurement of the modal shift achieved by their Green Transport Plans.



The ability to move freight efficiently to and from the ports and industrial areas is crucial to the economic health, physical health and attractiveness of Merseyside.

The partners are developing a long-term sustainable distribution strategy, based on the recommendations of the Merseyside Freight Study.

Key elements are:

- The identification of strategic locations for freight distribution and inter-modal facilities.
- The enhancement of a strategic freight rail and road network to improve access, minimise environmental intrusion and maximise modal choice.
- The development of a Freight Quality Partnership.
- Action to overcome external constraints.

MERSEYSIDE FREIGHT STUDY

The partners (with Halton Borough Council) commissioned a study to:

- quantify key sub-regional, regional, national and international freight movements and forecast future trends of significance to the Merseyside economy;
- develop and apply a method of strategy appraisal taking account of environmental, economic and social impacts;

- achieve maximum integration with land-use strategies;
- identify the components of a preferred strategy for the next 15-20 years;
- identify priorities for action in the short-term (0-5 years) and medium term (5-10 years), including specific early action projects to be developed to detailed feasibility stage in separate studies;
- identify implementation mechanisms and agencies, including measures and policies to be incorporated in the LTP and UDPs;
- complement the corridor and centre strategies;

The strategy has been accepted by the partners in principle, subject to the need to examine certain development proposals more fully in UDP reviews.

The partners are confident that the strategy is consistent with the emerging RPG, the Regional Strategy of the North West Development Agency and, at the sub-regional level, with the priorities of the Objective 1 Single Programme Document (2000-2006).

CURRENT FREIGHT DEMAND - A SNAPSHOT

Approximately 92m tonnes of freight per annum is handled in the Merseyside/Halton study area, of which

19m tonnes is handled by more than one mode within the area. A total of:

- 56m tonnes is moved by road;
- 4m tonnes by rail; and
- 32m tonnes by shipping.
- Around 18m tonnes of the total road and rail freight is directly dock-related, 34m tonnes is associated with local industry and 8m tonnes with the retail sector.
- The study area generates an estimated 26,000 Heavy Goods Vehicles (HGV) movements per day (excluding traffic passing through the area on the M6 and M56).
- Of the 56m tonnes moved annually by road, only 11% travels more than 200 kms and could, therefore, be assumed to be attractive to rail.

TOWARDS A SUSTAINABLE DISTRIBUTION STRATEGY

To be successful the freight strategy must command the support of both the public and private sector. With the exception of the road network itself, both infrastructure (rail, ports and airports) and operations lie in the private sector. Freight services and the economic benefits that flow from them will, therefore, only be developed if they are profitable to the service provider.

Merseyside has the components for an effective strategy in partnership with the private sector. Its principal strengths are:

- Four existing inter-modal terminals in the study area, a fifth under construction and immediate prospects for a sixth.
- Further development potential in regeneration priority areas around the existing inter-modal terminals.
- Good freight connections to the West Coast Main Line. (WCML).
- The Port of Liverpool dominates the West Coast ports industry, is the largest single gateway to Ireland and has excellent rail connections.
- Liverpool Airport handles some 40,000 tonnes of air freight per year and is ranked second in terms of

cargo handled in Northern England.

Environmentally, the simple transfer of cargo from road to rail would bring limited benefit within Merseyside but would mainly benefit places outside, on the main national freight routes. However, rail freight offers a local economic advantage if it cuts transport costs to and from Merseyside relative to other locations.

The key to promoting a cost efficient freight distribution industry, and in fulfilling sustainable development objectives, lies in developing an effective land use policy. This means ensuring that in the long term traffic which is best carried by rail, ship or barge has the choice of an origin or destination near a suitable quay or railway terminal.

The warehousing and logistics companies, in whose buildings the stockpiling, sorting and redistribution of goods takes place, are key players in securing maximum employment and

regeneration benefits. The Partners will work with the companies to find cost-minimising regional and national distribution solutions.

Building on Merseyside's strengths, the freight strategy will:

- Concentrate industrial and distribution activities at rail, air and water linked sites, maximising the potential for multi-modal operations.
- Promote investment in the local road and rail networks which support the identified sites; establishing the necessary planning/development protection for corridors or associated facility land.
- Select sites for future development which, wherever possible, can be easily reached by public transport to ensure that employment opportunities are accessible to local residents.

LAND USE STRATEGY

The following key locations have been identified, within the wider Merseyside study area, as potential sites for freight distribution, accessible by rail and/or water:

- Development of a freight village at Parkside by Railtrack could, if realised, provide for growth in distribution development in East Merseyside and to offer additional train sectioning capability to link Merseyside, WCML and Trans-Pennine freight train services. Parkside lies at a key motorway and railway 'crossroads'.
- The Liverpool North Docks area incorporating the area between Regent Road and Derby Road, close to the proposed new Langton Roll on-Roll off terminal.
- The Birkenhead Docks area, exploiting a reopened dock railway, within the context of the new ro-ro terminal to be built at Twelve Quays.
- The extension and restructuring of the Ditton area, exploiting the two new intermodal terminals, bringing into play redundant land and creating a new road link to the A5300.

The combination of four sites will meet foreseeable demand, removing the need for large-scale developments which are not rail or water connected.

There is also the possible addition of over 100ha in the Speke/Garston area. This has the potential to meet future air-related freight distribution demand if a rail link can be achieved.

The implementation of this land use strategy remains subject to further testing and approval through the Planning process.

The objectives are:

- To develop a network that will support the land use strategy.
- To ensure the operational flexibility which will allow traction suppliers to build up trains by linking the different terminals.

The benefit of a continuous network is that inter-modal and conventional wagon trains could collect and set down at several sites within Merseyside, on routes which are relatively lightly used. The only existing sectioning yards within the region, at Warrington and Crewe, are busy. It would be advantageous for Merseyside to be able to consolidate full trains without having to use either facility.

To achieve this, investment should be concentrated on a core network comprising:

RAIL FREIGHT NETWORK STRATEGY

The three routes radiating from Edge Hill;

- *The West Coast Main Line branch via Garston and Ditton to Weaver Junction;*
- *The Trans-Pennine route via Parkside to the Humber with links to the West Coast Main Line northwards, Scotland and southwards to the Warrington Enterprise marshalling yard;*
- *The Bootle branch to the Port at the Seaforth inter-modal terminal.*

From the Birkenhead Docks:

- *The Rock Ferry route via Hooton, Ellesmere Port and the Runcorn curve to Widnes.*

The following key additions and improvements are required to complete this network:

- The reconnection of the Birkenhead dock railway (£3m.);
- The reinstatement of Olive Mount curve at Edge Hill (under £5m.);
- An upgrading of the loading gauge on the network to W10 (for 9'6" containers) in the short term, or W11 (piggyback) in the longer term, to be compatible with Western Coast Main Line and links to the Channel Tunnel and South East ports.

Additional rail and inter-modal infrastructure will be required to support the recommended development sites and connect to other terminals in the sub-region, including:

- A small intermodal facility near Twelve Quays ro-ro terminal (£2-

3m.);

- Reactivation of the rail link to the Vauxhall Plant (Ellesmere Port) to help create critical mass for Birkenhead rail freight traffic (£1m.);
- Re-signalling of the Runcorn curve for two way working and, possibly, a passing loop;

- Extension of the Port rail link southwards from Alexandra Dock to Bramley Moor Dock in Bootle/North Liverpool (This remains subject to a full consideration of the development strategy through the Planning process) (£2-3m.)
- A rail connection to serve the Sonae chipboard factory at Kirkby; providing a link to the national network via the Kirkby/Wigan line.

The proposed Strategic Rail Freight Network is shown in Figure 3.29

The maximum forecast modal transfer to rail, assuming the land use strategy is implemented, is an increase from the current 2.4% market share to 6%.

This equates to an increase of rail freight volumes by 2.5m tonnes per annum (excluding coal) and triple the number of train movements.

ROAD FREIGHT NETWORK STRATEGY

The strategic objectives are:

- To ensure that the growth in HGV movements associated with the key economic locations can be accommodated without a deterioration in levels of access;
- To achieve this in the most environmentally sustainable way, through management, routeing and mitigation measures on strategic corridors.

The key freight corridors for internal distribution and access to the national motorway network are:

- A5036 - M57/M58 (Switch Island)
- A5058 (Queens Drive) - M62
- A561 - M56
- A561 - A5300 - M62
- Mersey Tunnel (Kingsway) - M53
- A570 - M62
- A569 - M62
- A565

These routes and their relationship with the SSDAs is shown in Figure 3.30.

From surveys of freight operators, the key concern was identified as being no further deterioration in journey times as a result of local road congestion in key corridors.

Operators expressed most serious concern about two particular pinch points in the sub-regional network:

- Access to the Port via the A5036T (Switch Island/Dunnings Bridge Road/Princess Way).
- the Silver Jubilee (Runcorn) Bridge Mersey crossing in Halton.

A detailed analysis has identified a number of locations on the strategic

highway network at which freight movements experience significant congestion delays and/or conflict with the environment of local communities or town centres.

Prioritisation of these highlights a short term programme of works, comprising of a variety of environmental/mitigation measures and link/junction capacity enhancements on the following routes:

- A5036 Corridor
- M57/M58/Switch Island
- A59/A506 Corridor
- J23 M62/A580/A49 Junction
- A5058/A580 Junction
- A580 Corridor
- J6 M62/M57/A5300 Junction
- A5047 Corridor
- A567/B5110 Corridor

A longer term programme of works has also been identified, but these are of lower priority.

THE FUTURE OF ROAD FREIGHT

The baseline forecast is that if the rail industry does not expand its market share, then HGV traffic will grow by around 9% in and out of Merseyside over the next decade. This will be almost entirely due to growth in dock traffic.

However, rail freight will generally only

be competitive for the longer distance freight movements, over 200kms and new railheads will themselves tend to generate local increases in road freight movements. As indicated above, modal transfer cannot be expected to make a major impact on HGV volumes.

The forecast effect of the land use strategy would be to increase overall HGV movements by about 4% above the baseline growth forecast. The increased HGV flows would be concentrated on the existing corridors, in particular on the routes serving the Port of Liverpool.

The non-motorway routes that would experience the main increases are Edge Lane (Liverpool), Queens Drive, Dunnings Bridge Road (Bootle) and Silver Jubilee Bridge (Runcorn/Widnes).

Many of the identified locations for further study or scheme implementation lie on the trunk road network; currently the responsibility of the Highways Agency, though some of the locations are on 'non-core' routes which are due to be detrunked within the next few years.

THIRD MERSEY CROSSING

The previously noted feedback from the Freight Study interview process serves to underline the case being made by the Mersey Crossing Group, which advocates in support of a new crossing. The recent Mersey Belt Linkages Study

concluded that the limited capacity of the Silver Jubilee Bridge was a "key constraint point" within the Merseybelt highway network.

Development of the Third Mersey Crossing proposals by the Mersey Crossing Group will continue.

WATERLOO TUNNEL

Of particular significance for the longer term, is the proposal to create a new single carriageway route from the M62 to the port/city centre, which includes converting the Waterloo Tunnel into a roadway. Potentially this would allow dock traffic to be directed away from surface routes used at present, accommodate the anticipated growth in dock traffic and facilitate the development of further freight distribution activity along the dock corridor.

A study has concluded that the project is technically feasible, however, the initial concept of a "commercial traffic route" has been revised and further detailed work and assessment is required before the project could be considered for inclusion in the LTP Strategy.

SHIPPING AND AIR FREIGHT

An important objective of the integrated land use and transport strategy outlined above is to support the key role that Merseyside's ports, particularly the Port of Liverpool, can play in economic regeneration. In part this depends on how successful the ports are in expanding their coastal, short and deep-sea traffic.

In this respect, one of the key factors is the increasingly competitive position of the Port of Liverpool in the rapidly expanding Irish Sea ferry traffic. The opening of new river berths for ro-ro ferries at Birkenhead and Bootle in 2001/2002 is likely to lead to a significant increase in the Port's share of this market. This is likely to generate additional demand for distribution warehouses, and is an important factor

in the development strategy.

The further development of coastal shipping may offer additional benefits. The Freight Study shows that coastal shipping can undercut road haulage over relatively short distances where the source of cargo is adjacent to, or within, the Port (such as feeder shipping). Even where local delivery and collection is required coastal shipping is competitive over long distances

(500km⁺). For example, the growth of paper and chipboard production in Merseyside is likely to encourage further use of coastal shipping to bring forest products from North West Scotland.

New markets for air freight could also benefit Liverpool Airport in the long term. Although its runway is not able to cater for fully laden long-haul planes, the growth of internet trading, and "hub and spoke" route structures to serve European markets using smaller aircraft, presents one possible opportunity. Regional airports like Liverpool with runway capacity and available land for distribution warehouses could contribute to government policy objectives for spreading air freight from Heathrow.

EXTERNAL LINKS

It is clear that if Merseyside is to fully exploit the benefits of this local strategy for sustainable distribution a number of external constraints must be addressed at Regional and National level. In particular the Merseyside authorities will be seeking to ensure that:

- Adequate domestic rail freight capacity with a generous loading gauge (e.g. for piggyback trailers) is provided, particularly along the West Coast Main Line;
- Adequate and effective capacity is available along motorways through the Midlands;
- Adequate Trans-Pennine route capacity is provided to allow easy

access to the Humber Ports, the main point of entry/egress between the continent and Northern England.

- Appropriate Government and EU support, including commercial policies, to promote short sea shipping links from Merseyside to other European destinations. This will allow a port community to exploit maritime links.

These are beyond the immediate control of the Partners, and will require ongoing co-operation with other public and private sector bodies to ensure progress is made.

This will help to ensure that Merseyside is able to offer inward investors and distribution companies locations which can minimise overall logistics costs and enhance their competitiveness.

AN EMERGING FREIGHT QUALITY PARTNERSHIP

The Freight Forum, which has recently been established, has representatives from a wide cross-section of industry interests. The representatives have welcomed this as an ongoing opportunity to debate issues and exchange information, and will provide the basis of a Freight Quality Partnership.

A further positive proposal from the Forum was to investigate the feasibility of an interactive internet-based information service. The services offered could range from up-to-date information on traffic conditions, an interactive mechanism for the authorities to consult and receive comments on policy and a facility for companies to promote their services.

An appropriate structure for the further development of the forum is being developed, for example, to expand the geographical coverage to include parts of North Cheshire and Lancashire.



HIGHWAY MAINTENANCE

Road maintenance is a key issue across Merseyside. The partners have to balance the adverse affects of deteriorating surfaces on personal safety with the significant costs associated with addressing a deteriorating network.

While need assessments and whole life costings will remain the primary considerations for reasons of cost effectiveness and safety, maintenance priorities will also take account of:

- Bus priority routes,
- Freight network
- cycling and walking networks

PRINCIPAL ROAD MAINTENANCE

Highway deterioration is a key factor throughout the area with all Authorities having individual needs. A strategy is being developed whereby individual needs can be addressed within the overall framework of a co-ordinated approach to maintenance issues.

Maintenance falls into two distinct categories which address

- minor day to day schemes aimed at carriageway life extension, and
- major schemes for carriageways with major deterioration and minimal future life.

Resource Allocation

Historical information shows that 60% of funding allocations during the previous five years has been directed at minor repair schemes.

It would be prudent to continue with this ringfenced allocation as a commencement point for future years. This approach will accommodate each Authority's needs whilst allowing a substantial element of funding for major schemes.

This remaining 40% will be targeted in accordance with the planned strategies on a needs basis, based upon commonly used condition surveys such as Deflectograph, Scrim and Coarse Visual Inspection (CVI). Clearly technical support data holds the key to allocation along with cross border co-ordination.

As further objective survey information becomes available and the wider implication of the Regional Transport Strategy develops the 60/40 allocation of funding will be reviewed on the basis of the planned strategy.

Setting Priorities

Merseyside Districts base their maintenance policies around

- the Highway Maintenance Code of Good Practice with local variations aimed at particular requirements.
- A co-ordinated assessment system whereby all Authorities collectively produce visual condition surveys supported by both historical and contemporary.
- Deflectograph, SCRIM and CVI data.
- The strategic importance of the route in the transport network, whether the route is identified on bus priority routes, the freight, walking or cycling networks.

Funding allocations will be based on this co-ordinated area wide approach which will target greatest deterioration taking account of the role of the route in the network.

NON PRINCIPAL ROAD NETWORK

Each Authority is aware of its own needs and duties regarding the maintenance on non-principal roads and footways together with winter maintenance, energy and maintenance of street lighting, routine maintenance including emergency works, highway drainage and sweeping.

The assessment of condition and needs is a key element and the authorities strive to continue to improve their own inspection and assessment systems for the benefit of the highway users.

Whilst the maintenance of non-principal routes could be seen as an individual task for each Authority, great benefits can be and are, gained from a co-ordinated approach. Regular strategic and technical meetings are held to discuss best practice, share information, seek assistance and to take advantage on an area-wide basis, of individual skills and strengths. Constructive working relationships between Authorities have led to an innovative approach to strategic condition assessment and maintenance practice. This co-operation will continue to be a prime function in future maintenance.

Again, reference will be made to local walking and cycling networks.

UPDATE ON STRUCTURAL CONDITION SURVEYS

Merseyside Districts meet the requirements of survey condition data collection. Deflectograph, SCRIM and CVI Information is being produced both in support of funding allocation bids and as a basis of performance indicator data. Through a partnering arrangement a jointly sponsored laboratory for all Merseyside Districts co-ordinates all survey condition data etc, along with material testing. This benefits all Authorities through the sharing of information and economies of scale leading to Best Value.

Whilst there is a reliance at present on traditional condition assessment data, all Authorities are committed to the implementation of a Pavement Management System (PMS) as soon as it is practical. Research is continuing into the most appropriate system which will complement existing systems and practices. This will ultimately facilitate in Authority comparison and is welcomed as the next stage in the natural progression to ultimate co-operation and co-ordination between Authorities. As a first stage towards implementation of a PMS, Merseyside Districts will be undertaking a CVI of the Principal and Non-Principal Route Network.

PERFORMANCE INDICATORS

The latest information published by the Audit Commission in March 2000 directs each Authority on the required

level of data to support the following Performance Indicators:

- ◊ *The cost of highway maintenance per 100 vehicle km on principal roads*
- ◊ *% of principal and non-principal roads meeting standards described in the Best Value Indicators report*
- ◊ *total number of pavement repairs and % of repairs to dangerous pavements made within 24hrs of reporting*

These requirements will be achieved individually to allow the assessment of area wide needs. A PMS is being utilised to analyse condition data.

Authorities are resolved to meet all data collection requirements and the Merseyside Laboratory continues to co-ordinate survey data collection and the area wide approach.

ENVIRONMENTAL CONSIDERATIONS

Increased use will be made of low noise, low spray hard wearing flexible surfacing materials, recycled materials will be used whenever possible in approved circumstances when they are consistent with the required specification.

A programmed approach to carriageway maintenance will reduce the incidents of ad-hoc repairs giving rise to delays, incurring pollution and other environmental negatives.

**Table 3.24 : Residual Life of Network
(Average of 1995/97 Surveys)**

	< 0 years	0-4 years	5-9 years	Total
Liverpool	34.30%	9.72%	9.94%	53.96%
Knowsley	9.16%	6.14%	8.28%	23.58%
Sefton	37.68%	34.53%	9.29%	81.40%
Wirral	14.75%	14.32%	14.77%	43.84%

Table 3.25 : Lengths Requiring Treatment - 5 Year Programme

	Lengths Requiring Treatment (km)	Treatment Costs	
		£M	% of Total
Liverpool	51.64	12.652	29.63
Knowsley	13.01	3.187	7.46
Sefton	39.80	9.751	22.84
Wirral	28.77	7.049	16.51
St Helens	26.75	6.554	15.35
M62 (motorway)	-	3.500	8.20

FIVE YEAR PLAN

Based on the most recent Countywide deflectograph surveys 38.9% (160km) of the network will require maintenance to achieve the objective that “the whole of the Merseyside Principal Road Network of 411km (excluding the M62) will have a residual life at the end of the five year plan” (see Table 3.24). The cost of achieving this together with the maintenance of the Principal Road section of the M62 is £40.862m

TEN YEAR PLAN

Based on the same countywide surveys 48.9% (210km) of the network will require maintenance to achieve the objective that the whole of the network will have a residual life at the end of the ten year plan.

The cost of achieving this objective is £52.66m and equates to a further 10% of the network (41km) requiring maintenance over that five-year plan.

Table 3.26 : Lengths Requiring Treatment - 10 Year Programme

	Lengths Requiring Treatment (km)	Treatment Costs	
		£M	% of Total
Liverpool	63.30	15.509	29.44
Knowsley	20.04	4.910	9.32
Sefton	44.93	11.008	20.89
Wirral	39.32	9.633	18.29
St Helens	33.12	8.11	15.40
M62 (motorway)	-	3.500	6.65

A summary of lengths of road requiring maintenance to achieve the 5 and 10 year objectives with costs on a District to District basis is provided (Table 3.25-26).

The condition of the Trunk Road network has not been assessed and is

PRINCIPAL ROADS

Road Lengths (excludes Trunk Roads/M62 principal motorway)

Liverpool	117.3km
Knowsley	85km
Sefton	55.2km
Wirral	89.7km
St Helens	63.7km

not included in either the 5 or 10 year plans.

MAJOR SCHEME PROPOSALS

The only major scheme costing over £1m that has to date been identified within Merseyside is for the maintenance of sections of the Principal

Road section of the M62 within Knowsley and Liverpool which has been costed at £3.5m

PRIORITY SCHEMES

The following schemes (Table 3.27) have been identified within Merseyside for inclusion in a 5 year programme, these will be subject to revision at such times that additional condition survey data becomes available.

Table 3.27 : Priority Schemes

A58	Liverpool Road
A5090	Hawthorn Road
A533	Hoylake Road / Fender Lane
A580	Breck Road
A580	Townsend Lane
A562	Higher Road
A5207	Green Lane
B5201	Burrows Lane
A553	Laird Street / Park Road North
A5052	Leeds Street / Challoner Street
A5080	Cronton Road
A50	Islington / Brunswick Street
A570	Scarisbrick New Road
A554	North Wallasey Approach
A5036	Regent Road
A5050	St Domingo Road / Everton Road
A565	Preston New Road
A506	County Road
A562	Hillfoot Avenue
A506	Bank Lane
A59	Ormskirk Road
A5058	Queens Drive
A506	Valley Road
A5098	Marsh Lane
A5036	Riverside Drive / Jericho Lane



BRIDGE MAINTENANCE & STRENGTHENING

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.

There is at present a total of 903 highway structures in Merseyside for which records are available. The ownership of these is shown in Table One. There are also a considerable number of other highway structures including retaining walls, culverts, sign gantries, cellars and high mast lighting columns for which, at present, only limited information is available.

Appendix 12 (in 'Technical Appendices'), provides a list of all highway bridges in Merseyside, including details of the road number, volume of traffic (where figures are available) and the status of the assessment, where appropriate.

POLICY OBJECTIVES

The detailed Policy Objectives for the Capital Maintenance of bridges are as follows:

- i. 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.
- ii. To complete the assessments of the carrying capacity of highway bridges on all roads at the earliest opportunity to ensure their safe use with regards to the recent introduction of the 40 tonne lorry.
- iii. To strengthen weak bridges on Primary and Strategic Routes and those weak bridges 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.
- iv. To identify and record all other highway supporting structures by March 2003 and complete assessments on them by March

2006.

- v. The identification and prioritisation of programmes of structural maintenance works based on the findings of the bridge inspections to address the deterioration to the bridge stock resulting from the prioritisation of available funding to the assessment and strengthening programme during the last decade. Priority will be given to those schemes where further deterioration would result in changes to the condition factors used in the assessment programme and could therefore compromise the assessed carrying capacity of the bridge. 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.
- vi. Establishment of a common computerised Bridge Management System for all highway structures within Merseyside. This will assist in formulating future strategies and priorities for work programmes to ensure that available funding is allocated in the most appropriate manner in line with the principles of Best Value. A sum of £60,000 has been allocated in 2000/01 to enable the database to be established and

commence inputting data.

BRIDGE MANAGEMENT SYSTEM

A new computerised Bridge Management System is to be introduced across Merseyside during 2000/01, with the inputting of data spread over a number of years. This will enable all bridge records to be linked to the database and workload priorities to be established on a Merseyside-wide basis. The system will be GIS based (Graphical Information System) enabling key data to be readily transferred into other Council systems. Its introduction will result in operational savings such as the use of data capture devices for on site updating of inspection records.

ASSESSMENTS

There are a total of 564 bridges within Merseyside requiring assessments including 276 Council owned bridges and 181 owned by Railtrack (see Table 3.28).

Virtually all the assessments on Council owned bridges, together with most third party owned bridges other than a majority of Railtrack bridges have now been completed.

Railtrack Bridges: Completion of the assessments on Railtrack bridges has been delayed due to the timescales involved in obtaining track possessions to undertake the

inspections for assessment, and a backlog of assessments requiring approval by Railtrack's Consultants. There has also been slow progress with those assessments being managed by Railtrack on behalf of the Local Authorities. Many of these assessments were ordered three years ago with results expected for the past two years. Railtrack has also advised that the estimated cost of these assessments has increased from £8,500 to £11,500 per bridge. The bid for assessments has therefore been increased to meet these additional costs. Only six Railtrack assessments have as yet been approved, although provisional results are available for a number of bridges. Based on performance to date, it is anticipated that the assessments on these bridges will not be completed until March 2003. Railtrack have, however, identified a number of bridges as potentially weak through their risk mitigation exercise, and temporary measures have now been implemented on these bridges as detailed in Appendix 12 ('Technical Appendices')

An overview of the bridge assessment programme is given in Table Two, with results of assessments and the current situation regarding strengthening (including indications of temporary measures) for each bridge shown in Appendix 12 ('Technical Appendices').

With the virtual completion of the bridge assessment programme (see Table 3.29) other than Railtrack bridges, attention is now being focussed on the assessment of other highway supporting structures and in particular

retaining walls and cellars. As only limited records are available on these structures an exercise has commenced to undertake a survey to locate all such structures and incorporate them into the new Bridge Management System. Assessments on any suspect structures will be undertaken as they are identified with those on other structures being undertaken on completion of the survey.

BRIDGE STRENGTHENING

Strengthening of weak bridges identified to date on primary and strategic routes has been completed or is included in the 2000/01 programme except in the following instance:

L88: Tunnel Relief Flyover North

The assessment has not yet been complete but the foundations are known to be under strength. Strengthening of the bridge is currently on hold pending the outcome of a feasibility study into the area which may recommend removal of the flyover.

Railtrack Bridges: The main emphasis over the next five years will be the strengthening of Railtrack bridges. Whilst only six assessment results have as yet been approved by Railtrack, 18 bridges have been provisionally identified as weak with a further 4 confirmed as being weak. However as the full scale of the problem will not be known for a number of years, an assumption has been

made that 33% of Railtrack bridges (60) will require strengthening at an average cost of £500,000 with the costs equally split between the Councils and Railtrack. Based on Railtrack's current level of funding for bridge strengthening, the bid includes £2 million a year for strengthening of Railtrack bridges to enable strengthening works to be completed by March 2009. This figure will be reviewed over the next few years as more assessment results on Railtrack bridges become available, together with more accurate estimates of the strengthening costs for each bridge and the proportion to be paid by the Councils.

An increase in the allocation of £1 million a year would enable strengthening works to be completed by March 2005 subject to the necessary financial contributions being available from Railtrack.

Priorities: Strengthening works will in general take priority over structural maintenance. The exception will be when structural maintenance is required to ensure that assessment results are not compromised, with priority, where possible, being given to those weak bridges on the Primary Route Network. Due regard will also be taken of the corridor strategies in liaison with the other sub-groups, to ensure that strengthening works are prioritised to minimise impact on desired mode hierarchy's and other proposed measures on the corridor. However for Railtrack bridges, the programme will be dictated by the probability of collapse and availability of track possessions. Railtrack do recognise and endeavour to accommodate Highways Authority priorities such as in the case of St. Mary's Road, East Bridge on the A561 at Garston. In this case, after discussions with affected parties, it was agreed that a long term weight restriction would have significant implications for traffic movements on an important strategic route and Railtrack agreed to replace the bridge deck as a matter of priority during 2000/20001.

Appropriate Condition: In general bridges will be strengthened to carry 40 tonnes due to the difficulties in policing and enforcing weight restrictions, or other higher capacity required on abnormal load routes. Barriers will be provided to eliminate vehicles from weak footpaths/verges where the cost of

strengthening these areas is prohibitive.

STRENGTHENING SCHEMES IN EXCESS OF £1 MILLION

Whilst some of the Railtrack strengthening schemes may be in excess of £1 million, the only scheme in this category identified to date is:

Marine Parade Bridge

This 200 metre long 13 span bridge spans over the Marine Lake at Southport. The bridge failed its assessment early in the programme and was originally subject to a weight restriction but has since been closed to traffic. Due to recent and proposed further substantial redevelopment of the seafront, the reopening of the bridge is now considered to be a priority to provide access for emergency services. The estimated cost of these works is £2.8 million.

STRUCTURAL MAINTENANCE

Whilst a provisional five year programme of structural maintenance has been prepared, the introduction of Principal Inspections on bridges throughout Merseyside and the Common Bridge Management System will enable the programme to be reviewed in order to deliver best value with the funding available. In addition, the bid includes a sum of £750,000 per annum, to enable emergency repairs and minor works contracts up to £25,000 per bridge to be undertaken on a number of bridges where it can be demonstrated that action now will prevent the need for more costly repairs at a later date.

The funding for structural maintenance is supplemented by revenue funding totalling £350,000 across Merseyside in 2001/ 01 for routine maintenance to bridges. It is proposed that this level of funding be maintained to address issues such as drainage and vegetation.

Whilst no provision has been made within the bid for the funding of maintenance to trunk road bridges

following their detrunking, there is concern over the adequacy of proposed funding based on the standard formulae due to the number of bridges per kilometre within Merseyside. Its adequacy will be dependent on the condition of the bridges at the time of detrunking.

A summary of expenditure on assessments, strengthening and structural maintenance since 1995/96 together with the funding required to undertake the work proposed up to 2005/06 is given in Table 3.30.



Effective lighting is essential in providing a safe and welcoming night environment for the benefit of all road users, and especially pedestrians and cyclists.

Lighting forms a key element of the delivery of the partners commitment to meeting the Crime and Disorder Act.

Maximum benefit from walking and cycling initiatives can only be derived if the public perception of the night scene does not discourage travel during the hours of darkness.

The overall objective is to illuminate all pavements and highways to an appropriate level.

Lighting on the public highway is provided by each local authority. New installations are designed in accordance with BS5489. This British Standard gives guidance on the general principles of road lighting. It covers recommendations relating to the aesthetic and technical requirements of road lighting including classification of installations according to the level and type of pedestrian and vehicular traffic.

With present levels of finance, improvements are generally restricted to:

- Replacement of life expired stock
- Crime and disorder strategy enhancement
- Part of an area regeneration scheme

- Part of a highway improvement scheme
- Part of a local safety scheme

STRATEGY

For the purposes of the LTP the status of lighting can be separated into three categories:

- 1. Lighting which requires improvement as part of a specific LTP improvement theme**
- 2. Existing lighting which does not meet the minimum requirements of BS5489 and requires improvement**
- 3. Existing lighting which meets BS5489 and does not require any improvement**

Each local authority will produce or review, at least once a year, their own programmes of maintenance and lighting improvements to bring lighting levels up to the requirement of BS5489 throughout their road network.

A priority list of improvements will be developed taking account of:

- Life expired equipment
- Crime and disorder strategy works
- LTP improvement themes, e.g.

-In the vicinity of public transport interchanges, particularly bus stops

-Key routes within the walking network (i.e. those accessing public transport opportunities)

-Key routes on the cycling network.

-Local safety schemes

-Highway improvements

The required improvements may be achieved by a number of means:

- Change of luminaire
- Change of light source
- increase of mounting height
- Installation of new lighting column

Appropriate light levels combined with careful selection of light sources and luminaires will be used to achieve the objective and create the safe atmosphere, both actual and perceived, required during the hours of darkness.

Emphasis will be placed on illuminating high usage / high risk locations whenever possible.

Good liaison with transport providers, police and transport users will ensure continuity of an integrated approach.

ENVIRONMENTAL IMPACT

The possible environmental impact of lighting improvements, including light pollution and energy consumption, will be considered fully, particularly with regard to:

- *possibilities of light pollution on residential areas / rural areas / affect on listed or key buildings particularly those subject to floodlighting*
- *energy consumption policies contained within partners Local Agenda 21 strategies.*

MAINTENANCE

Replacement of life expired stock is a major problem for all authorities. Many older installations are in poor structural condition and utilise inefficient luminaires and control gear.

Structural and electrical inspections are carried out in all districts. These inspections provide the information required to monitor the condition of lighting equipment, illuminated street furniture and associated underground cable networks. The information obtained is used to organise any remedial works required and facilitate long-term maintenance strategies.

To ensure lighting levels are maintained cleaning is carried out on a cyclical basis.

Each authority operates a system of night time inspections to identify inoperative lights in need of attention. This system is complemented by a complaints facility for the public to report any defects requiring more

immediate attention.

When "Putting the Passenger First", the partner authorities will seek to deliver and maintain to high standards an integrated programme of lighting improvements across the public transport network. Particular emphasis will be placed on ensuring excellent lighting levels re provided at the following:

- bus stops and key pedestrian routes to and from bus stops as part of Quality Bus Partnerships (QBP's)
- bus and rail stations
- key interchange sites in line with best practice guidelines in the Merseyside Interchange Strategy
- Park & ride sites.

Lighting improvements will also complement other passenger safety and security measures being introduced across the network including extensions to Closed Circuit TV (CCTV) coverage. Furthermore, Merseytravel will work closely with the local authorities to ensure that the condition of lighting across the network will be continuously monitored with fast track priority given to repair or replace any damaged lighting at key points across the network.

Care will also be taken to ensure non-intrusive lighting standards are maintained at Park & Ride sites in residential areas and other environmentally sensitive areas.



DETRUNKING

A number of trunk roads in Merseyside, being deemed non-core routes, are due to be detrunked. Currently these are in a state of virtual detrunking, i.e. the Highways Agency is still the highway authority but has relinquished responsibility for the capacity of these roads and is responsible only for maintenance and safety issues (including funding of schemes to this end).

The detrunking process will give the local authorities a greater level of control over the road network in their areas, and consequently improved integration in planning the network.

LIAISON WITH THE HIGHWAYS AGENCY

There are four authorities in Merseyside with non-core trunk roads, each of whom have had ongoing discussions with the Highways Agency concerning the virtual detrunking process.

It is the aim of the Highways Agency to have the necessary orders in place by April 2002, with a view to completing the hand over of all routes by June 2003. The exceptions to this are the A41 where handover will take place on 1 April 2002 and the A565 which, subject to successful negotiations, may be handed over earlier.

KNOWSLEY

A580 East Lancashire Road (Corridor C)

Currently, the only road in Knowsley, which is to be detrunked is the A580 East Lancashire Road, which runs between the St Helens and Liverpool boundaries. It has a major junction with the M57, and two signalised junctions which form the access to Knowsley Industrial and Business parks. At present they provide sufficient capacity

for this purpose, and plans are laid to ensure that this remains to be the case.

Proposals: One of the junctions is under investigation at present for reasons of road safety. These junctions are very important because maintaining the momentum of economic regeneration of the Industrial and Business Parks is of the highest priority. As part of the overall access strategy for the area, consideration is being given to the creation of a new signalised junction, between the two existing ones.

Lancashire County Council has taken temporary responsibility for the road during the period of virtual detrunking, after which it will revert to Knowsley MBC. Finance for the schemes indicated above has been included in the LTP programme. There were no schemes on this road in the National Roads Programme which was withdrawn in July 1998

SEFTON

It is anticipated that, with the exception of the A5036, all of the following roads are to be detrunked eventually, and are presently virtually detrunked.

A565 Bootle to Ainsdale (Corridor A)

This route runs from Bootle through Seaforth, Crosby, Formby (bypassing the town itself) to Ainsdale. The route continues to Southport town centre but has not been trunked between Ainsdale and Crossens.

The route is a mixture of single and dual carriageways with fifteen traffic signal controlled junctions and four major roundabouts. Accident investigations have been completed at several locations and a number of schemes are included in the Highways Agency's programme of safety improvements.

Proposals: This length of the A565 is the main north-south highway route through the northern corridor (corridor A). The approach adopted in the strategy is to maximise its

efficiency to allow traffic calming and other restraint measures on adjacent local access roads, whilst investigating potential public transport improvements.

A565 Crossens to Lancashire Boundary (Corridor L)

This is a short length of single carriageway running between what is known locally as the "Plough" roundabout and the boundary with Lancashire, a distance of around 500metres on the main highway approach to Southport from the north.

Proposal: A proposal to construct a short bypass on an improved alignment has recently been abandoned, the intention now being to secure funding for minor road safety and speed reduction.

A570 Kew to Lancashire Boundary (Corridor K)

Again, this is a short length of carriageway, running between a major roundabout and the boundary with Lancashire, a distance of around 300 metres. The A570 is the main highway approach to Southport from the east.

Proposal: There are no proposals or identified safety problems on the length of the route within Sefton other than a junction improvement at Foul Lane which is to be funded by a private developer. This will also contribute to the Southport Park & Ride strategy by improving access to the proposed site.

A59 Switch Island to Lancashire Boundary (Corridor B)

This route runs from Switch Island in Netherton in a northerly direction through Maghull and Lydiate, to the boundary with Lancashire. The road is a dual carriageway over its entire length with five traffic signal controlled junctions and one roundabout along its length.

There are no outstanding safety issues on the route, although two junctions are being monitored closely - one to assess the effects of remedial measures and one where an accident investigation may be required in the future.

Proposal: The approach being taken is to maximise the efficiency and safety of this route and explore possible road safety improvements. Public transport improvements are being investigated, the A59 forming part of a potential SMART quality bus corridor.

ST HELENS

There are two trunk roads in St Helens. They are both due to be detrunked in the future and are currently in a state of virtual detrunking.

A580 East Lancashire Road (Corridor C)

This runs through the Borough from the Wigan boundary in the east to the Knowsley boundary in the west (13 km). This is a dual two lane carriageway and includes six signal controlled junctions, several minor left on / left off road junctions and one uncontrolled staggered crossroad. All but one of the signal controlled junctions are under MOVA control.

A lighting scheme covers the whole of the St Helens section of the road. A footway extends along the whole of the southern side of the carriageway and

parts of the northern side, but there are no specific cycleways.

Each of the signal controlled junctions appears in the St Helens Road Safety Plan as having more than twelve accidents in a three year period. A major accident problem has been identified at the uncontrolled crossroad junction (Haydock Lane) and proposals to solve this are programmed and a scheme is included in the Highways Agency's programme of Safety Improvement for 2000/01.

Proposal: The trunk road forms the main highway spine of Corridor C. The approach is that the existing access points should be maintained and made as safe as possible for local and strategic traffic, capacity should be maximised to allow restraint to be imposed on parallel routes and overall safety should be improved.

A570 Rainford By-Pass (Corridor N)

This runs from Windle Island junction on the A580 north to the boundary with West Lancashire District Council (6km). This is a dual two lane carriageway and includes two roundabout controlled junctions and several minor junctions with centre crossings.

The southern-most section is lit and there are cycle tracks on both sides for the majority of its length.

The junction which suffers the worst accident record is the controlled crossroad junction at Mill Lane.

Proposal: The trunk road forms part of the main highway spine in corridor N. The approach is not to increase the number of access points but reduce the number of existing ones where possible and ensure that those remaining are as safe as possible for local and strategic traffic. Capacity improvements are acceptable where complementary capacity reduction is introduced on parallel routes.

WIRRAL

A41 New Chester Road (Corridor V)

This is the only trunk road in Wirral and runs between the Borough boundary with Cheshire at Hooton, just south of junction 5 of the M53, to a point just north of the northern terminal of the Rock Ferry bypass (total length 10.1km). The road comprises 4km of dual two lane carriageway and 6.1km of single carriageway with two lanes in each direction. It includes eight signal controlled junctions which are linked using (UTC) SCOOT and in addition, there are three roundabouts, one of which is partly signalled and incorporates selective vehicle detection (SVD) equipment, to give priority treatment to SMART buses on the route.

Proposal: In order to accommodate increases in traffic arising from the Wirral International Business Park, at Bromborough, it is proposed to improve the junctions of the A41 / Old Hall Road and A41 / Pool Lane, respectively the southern and northern "gateways" to the

development area. These are the only major improvement schemes programmed for the road.

Whilst Wirral is not currently the agent for the A41 trunk road, following virtual detrunking, Wirral is intending to carry out accident investigations with a view to introducing cost effective remedial measures at those sites with a high accident record.

A lighting scheme covers the whole of the Wirral section of the road and a footway extends along the whole length of the road with the exception of the Rock Ferry / New Rock Ferry by-pass. The road is subject to a speed limit of 40mph with the exception of the Rock Ferry / New Rock Ferry by-pass which has recently had a 50mph speed limit imposed instead of the 70mph limit previously in force. The speed limit reduction was part of a package of measures introduced to reduce accidents on the by-pass.

The A41 forms the main highway spine of Corridor V along the peninsula. There has been a reduction in traffic flows along this route over the last five years. Some of the reduction may be accounted for by the diversion of HGVs from the Queensway (Birkenhead) Tunnel to the Kingsway (Wallasey) Tunnel following the imposition of a ban, prohibiting vehicle weighing 3.5 tonnes and above from using the tunnel from February 1998. Vehicles in this category travelling north / south are now more likely to use the M53 when travelling to or from Liverpool. The 'Liverpool' destination signs on the M53 and the A41 at Hooton should also be encouraging north-bound drivers of non-HGVs, from Cheshire and beyond, to use the motorway.

CROSS BOUNDARY IMPLICATIONS

Detrunking has clear cross boundary implications. Therefore the partners in conjunction with the Highways Agency will consult closely with neighbouring local authorities over the implementation of those policies.



The Merseyside Local Transport Plan seeks to deliver an integrated package of measures which aim to:-

- Maximise social inclusion by improving accessibility and travel choice for people living in rural communities.
- Reduce the environmental impact of transport and improve safety in rural areas.
- Encourage visitors to use environmentally friendly forms of transport both when travelling to and travelling around rural areas.
- Protect and enhance the extensive network of existing rights of way across Merseyside including footpaths, bridleways and canal footpaths.
- Support community transport initiatives.

CONTEXT

Being a metropolitan area, the vast majority of Merseyside's population is obviously urban based. But there are significant rural communities, namely:

- East of Kirkby and to the north of St Helens
- Between major settlements on the Sefton and south Wirral coasts
- Between Bebington and Neston, and along the boundary with Neston and Ellesmere Port; and
- Between Netherton and Maghull and along the boundary with West Lancashire

HIGH CAR USE AND DEPENDENCY

In line with national trends, car ownership in rural areas of Merseyside is generally higher than in urban communities. Journeys are also longer in rural areas; average distances from homes to bus stops and railway stations are greater, and public transport less frequent. Some 93% of rural households have a car, compared to the national average of 70%. Rural households are also twice as likely to run more than one car, compared to metropolitan built up areas.

ROAD SAFETY

Levels of traffic are increasing faster on rural roads than on other roads. While more road accidents occur in towns,

they are more likely to be fatal on rural roads. Casualty rates are falling, but this is slowest on minor rural roads. Roads in the countryside are becoming increasingly hazardous for pedestrians, cyclists and horseriders.

Some 6% of rural car trips are less than one mile. Many of these journeys (eg to school) are feasible on foot or bicycle, but the nature of rural roads (eg the absence of a pavement or a winding hedge lined route) make the perceived risk of injury by vehicles too great.

Except for the Wirral Way and the network at Croxteth Hall Country Park, few off-road bridleways are more than two miles long, so many horse-riders have to use sections of public highway on a regular basis. Since 1st April 2000, DETR and the Merseyside Police have been required to report on accidents involving horses, but official data is not yet available.

PUBLIC TRANSPORT

The availability and uptake of public transport remains a key issue in rural areas.

- Less than one third of rural pensioners use concessionary fare schemes available to them.

LINKING RURAL COMMUNITIES TO LOCAL CENTRES, HEALTH FACILITIES AND THE PUBLIC TRANSPORT NETWORK

The following bus services have been introduced by Merseytravel using the Government's Rural Bus Grant funding:

157 - a 45 min frequency service linking the communities of Crank, Rainford Junction and Kings Moss to the local centres of Rainford and Billinge, Billinge Hospital and the rail network

185 - an hourly service linking the communities of Raby, Thornton Hough, Brimstage to the district centre of Heswall, Clatterbridge Hospital and two rail stations

265 - linking Tarbock Green, Bold Heath to Whiston Hospital and Halewood Bus Station

- Only 16% of all households within rural areas are within 6 minutes walk of a bus stop with service frequencies of 30 minutes or less (compared to 66% nationwide)
- Few rural households have an easy walk to rail services, making rail use for commuting and business travel dependent on modal interchange, either involving bus links, or especially a car journey.

Bus Services: The following have been identified as rural communities in Merseyside:

- Sefton - Ince Blundell; Melling; Lunt; Sefton Village
- St Helens - Rainford Junction; Crank; Kings Moss; Bold Heath
- Wirral - Thornton Hough; Raby; Brimstage; Barnston; Storeton
- Knowsley - Cronton; Tarbock Green

All these communities are served by 'conventional' bus services, however the Rural Bus Services Grant, enabled enhanced provision through three additional services, (see panel).

The Virtual Network: This network will involve the introduction of a series of new demand responsive bus services serving areas of relatively low passenger demand or at times of the day (early morning and late evenings) when the number of people travelling is small. Although these services will operate to a timetable and serve a particular route they will detour off the route to pick up and set down passengers on request. Passenger bookings will be co-ordinated through Merseytravel's existing Merseylink booking centre (see also Taxis and Private Hire Vehicles)

RECREATIONAL ACCESS TO MERSEYSIDE'S COUNTRYSIDE

Public Rights of Way

The network of public rights of way on Merseyside is the single most important means by which the countryside is enjoyed, on foot, horse or bicycle. In

some cases, the network is also important as a means of making local journeys, to shops, school and work.

- The network of public rights of way on Merseyside comprises an estimated 520 km of footpaths, bridleways and Byways Open to All Traffic (BOATs).
- The Mersey Way has been designated as a strategic regional recreational route, providing an important link to some of the finest landscapes in the north west of England.
- The number of local and regional routes has grown considerably in the last 20 years. These are made up of existing public rights of way, and follow routes of high landscape value or historical interest or have some regional or local theme. They are described and promoted by the Countryside and Ranger Services of the Merseyside partners, by parish councils, local community groups and national interest organisations.

In 1987, the then Countryside Commission set a national target for the network of public rights of way to be legally defined, properly maintained and well publicised by 2000.

The Merseyside partners, as highway authorities, have a statutory duty to keep a legal record of all public rights of way in the form of a Definitive Map and Statement. Meeting the target of legal definition also involves bringing the maps and statements up to date, keeping them under continuous review, and compiling a rights of way record for previously excluded areas (Birkenhead, Liverpool, Southport and Wallasey). National surveys of the condition of the network of public rights of way were conducted in 1988, 1993/4 and 2000 by the Countryside Commission Agency. These show that the condition of public rights of way improved for all users - walkers, riders and cyclists, although there is still much to be done.

This improvement reflects both growing public interest and awareness and increased activity and expenditure by the Merseyside partners.

The Merseyside partners are committed to opening up the entire network of public rights of way for safe and convenient use.

As a matter of policy, the Merseyside partners will promote walking for recreational and leisure purpose.

- 1 Recreation and tourism is very popular and a significant source of income and employment. Going for a walk is the single most popular recreational activity, and in addition to tourist attractions, all of which are accessible on foot, Merseyside's 520 kilometres of public rights of way is a unique asset.
- 2 Many people make use of the network of pedestrian facilities and suburban and rural footpaths. Walking clearly forms an important part of the informal leisure market, and in accordance with the Merseyside Code of Practice on Access and Mobility, the partner authorities are taking measures to meet the need of the elderly and people with disability or impaired mobility.
- 3 The Merseyside partners are committed through UDP policies to develop, safeguard and enhance a network of recreational routes, with particular emphasis placed upon:-

- *defining the network of public rights of way*
- *linking public open spaces and the Countryside*
- *linking the network with routes in adjoining authorities*
- *completing and improving key*

recreational routes

◦ extending and developing the remainder of the network

- 4 Whilst such policies recognise the need to protect sites of amenity, conservation and wildlife value, the Merseyside partners also recognise the importance of improving links to national trails, the network of public rights of way and the open countryside. In their respective Milestones Statements, the partners are looking in detail at how the walking strategy can be developed.
- 5 Effective management measures will balance the approach between recreation and conservation, but the provision for good quality access is a key way of stimulating healthy exercise, and the Merseyside partners are committed to establishing a network of pedestrian routes.
- 6 The establishment or extension of long-distance routes is positively promoted within Merseyside, especially those serving the Wirral Way, Sefton Coast, Mersey Forest, the various canals and river valleys, and Croxteth Country Park.

In conjunction with other initiatives, the Merseyside partners have prepared Management Plans for a number of sites, which identify responsibilities, assist in specification and development, advise on use, resolve conflict, identify and assist in funding bids and packages, provide a basis for

partnership with adjoining landowners, raise the profile of walking, and integrate public rights of way.

The Merseyside authorities have entered into a number of successful partnerships with the public and private sectors, both statutory, commercial and voluntary, to implement schemes that seek to improve the quality of public access. The Environment Agency, Groundwork Trusts, The British Trust for Conservation Volunteers, and the River Valley Initiatives of the Mersey Basin Campaign (notably Sankey Now and Alt 2000) are key partners, but the most important partnership is the Mersey Forest.

THE MERSEY FOREST

The Mersey Forest, the largest of the 12 community forests promoted by the Countryside Agency and the Forestry Commission, is an imaginative concept supported by a partnership that includes all the Merseyside authorities (except Wirral). A key objective of the Mersey Forest is to increase opportunities for access and recreation. The partner authorities aim to establish and manage a strategic network of routes based on long-distance trails and other existing paths. In urban areas and degraded landscapes, the network will form wooded greenways extending narrow fringes of forest into urban centres.

The partner authorities seek to achieve the provision of well-designed and managed public access as part of large-scale woodland creation projects, especially when these projects receive

assistance from public funds or where they are required as a condition of planning permission. In designing access to and within woodlands, the partner authorities will give special consideration to the needs of people with disability and impaired mobility, in accordance with the Merseyside Code of Practice on Access and Mobility.

GREENWAYS AND QUIET ROADS

The Mersey Forest has also been chosen as a Greenways and Quiet Roads National Demonstration Project by the Countryside Agency to assist the Government to deliver its sustainable transport policy, as well as provide recreational, environmental, social and health benefits.

The Objectives of the National Demonstration Project are:

- Develop pilot Greenway Networks of which greenways as linear parks and green routes will be part. These include existing examples of good practice.
- Develop a Demonstration wide Greenway Strategy and establish this as part of the formal basis for ongoing implementation and management of non-motorised transport.
- Develop partnership, process and standards which promote high quality, accessible and useful networks. This is intended to help assess and develop a national accreditation scheme for Greenway Networks.
- From the prior experience and work of the Demonstration develop National Guidelines of best practice.
- Gather information on the nature and condition of the networks for walking, cycling, horse driving and riding and make this publicly accessible via mapping and the

Internet.

The Countryside Agency definition of a Greenway is :

'...a network of largely car-free off-road routes connecting people to facilities and open spaces in and around towns, cities and to the countryside. For shared use by people of all abilities on foot, bike or horseback, for commuting, play or leisure'.

The definition is on the one hand sufficiently 'broad brush' to allow some local flexibility and interpretation, whilst providing specific minimum guidance as to what must be required for the route to be designated as a greenway (i.e. multi-user routes, largely off-road, linking open spaces and town and country). This guidance will be expanded following the conclusion of the demonstration project to include minimum standards for routes and an accreditation process that will guarantee the quality of a route.

It should not be necessary to 're-badge' appropriate routes as 'greenways' as long as they can at least demonstrate that (a) they meet the necessary criteria and (b) their value and worth to the wider Mersey Forest 'greenway' network.

The National Demonstration project is overseen by the Mersey Forest Access Action Group, upon which the relevant Merseyside authorities are represented.

BRIDLEWAY STRATEGY

The purpose of the bridleway strategy for Merseyside is to provide a comprehensive overview of the current state of the bridleway network in the five authorities, and to provide a basis for a systematic approach to maintaining and improving the bridleway network throughout the local transport plan area. (see Table 3.31).

The strategy shows that the 20,000 horse riders in the region are restricted to less than 9% of available rights of way. As a result, these riders reluctantly have to use Merseyside's increasingly

busy roads. A recent national survey revealed an average of 30 horse related accidents every day.

This imbalance needs to be addressed in the local transport plan to meet increasing demand and growing danger. The Countryside Agency in recent reports notes the allied potential benefits to be realised in the local economy through a network of bridleways that is well understood, properly managed and adequately maintained.

The objectives of the strategy are:-

- to increase the confidence and pleasure with which a growing number of the public will be able to enjoy their chosen recreation.
- to reduce the risk of accident.
- to attract investment in maintaining and improving the bridleway network.
- to promote appreciation and understanding by the public, locals and visitors of the heritage of ancient arteries of trade and travel in Merseyside.

The popularity of riding as a leisure pursuit is increasing annually, with the greatest rise taking place in the North West.

Claims for New Bridleways: The demand for bridleways is likely to be greatest in areas where the number of horseriders is high or where the extent of the existing network is low. The areas where demand is already high are in Croxteth Hall Country Park, in other City Parks such as Sefton and Newsham and along the Liverpool-Knowsley boundary from West Derby to Netherley.

Additional Provisions for Horses on the Highway: The Merseyside partners, as highway authority, have a duty under Section 172 of the Highway Act 1990 to provide safe crossings where bridleways cross major roads, with structures and signage as per traffic advisory note TA57/87.

TABLE 3.31 : BRIDLE STRATEGY OVERVIEW

Merseyside Authorities

Council	Total length of network of public rights of way (km)	Total length of bridleways (km)	Bridleways as % of Network
Knowsley	80	6.49	8.11
Liverpool	60	15*	25**
St Helens	178.4	3.3	1.85
Sefton	79.25	3	3.8
Wirral	117.5	17.2	14.6
Total	515.15	44.99	8.73

Neighbouring Authorities for Comparison

Halton	61.94	1.34	2.16
Greater Manchester	2,782.4	182.5	6.56
Cheshire	3,204.35	132.12	4.12
Lancashire	6443	403	6.25

(a) The National Picture

England	169,000	29,000	15.4
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NOTES

* These figures do not include bridleways claimed in the City's parks, along the A580, or existing permissive routes.

** The City of Liverpool is the only authority in the north west with the percentage of bridleways above the national average.

For a network of bridleways to be safe and convenient for use the Merseyside partners are keen to establish linear routes, links between bridleways and circular rides. The Merseyside partners are committed to the provision of safe havens, either on the verge or at fieldside, where bridleways or minor roads are separated by short lengths of major highway.

OPEN ACCESS LAND

The Countryside and Rights of Way Bill (currently before Parliament and due to receive Royal Assent in January 2001) introduces the concept of open access land and the right of the public to have access to that land. Such land is to be defined and mapped by the Countryside Agency, and once conclusive, such maps are to be handed to the Merseyside partners, as highway authorities, to keep and maintain.

The Countryside Agency's North West Region (which includes Merseyside) has been chosen as the pilot for publication at the same time as the LTP.

The Bill also allows the Partners powers to create public paths for the purpose of enabling the public to obtain access to any open access land (which can include coast, water, cliff and woodland at the discretion of the Countryside Agency).

The LTP should make provision for these additional statutory duties.

KEY ELEMENTS OF THE BRIDLEWAY STRATEGY

- To encourage the recognition through the LTP by each local authority and the general public that horse riding and carriage driving is a recreational pursuit followed by many of Merseyside's residents and as such warrants a much higher level of priority and resource than currently allocated.
- To actively promote the value of public bridleway as a multi user recreational resource and therefore an economic investment.
- To initiate a programme within the LTP to ensure that all existing definitive bridleway are restored to use and properly maintained.
- To prioritise and research routes of greatest recreational value and need, and direct resources to their restoration and maintenance.
- To identify and research missing links and take appropriate action to achieve those links.
- To identify circular, linear or linking regional long distance routes with tourism and training potential.
- To establish a centre for information and consultation. This should enable ongoing informed communication between the public, local authorities and all relevant organisations.
- To encourage user groups to be involved in determination of priorities and programmes work.
- To encourage and direct research at all levels.
- To examine methods of progressing legal orders more efficiently with the cooperation of the Authorities concerned.
- To investigate and secure additional funding, budget for and set realistic targets.



CROSS BOUNDARY ISSUES

The development of Merseyside's LTP is set in the context of the wider North West region. For the measures contained in the LTP to be successful there is a need to ensure consistency with the proposals being promoted by Merseyside's neighbouring authorities in the North West.

This section provides a review of the cross-boundary proposals that will have a direct impact on the Merseyside LTP.

LIVERPOOL TO MANCHESTER: The Mersey Belt Linkages Study

In response to the Deputy Prime Minister's call for better transport links between Liverpool and Manchester Airports, a consortium led by Merseytravel and consisting of Passenger Transport Executives, the Government Office for the North West, Local Authorities, Liverpool and Manchester Airports and railway companies was formed to examine the issue.

The core Mersey Belt area straddles the River Mersey and comprises Merseyside, Halton, Warrington and Greater Manchester. The area contains a wide range of strong transport linkages, many of which extend beyond the Mersey Belt area to provide West Coast Main Line, Trans-Pennine, airport and separate corridor links to national and international markets (see Figure 3.31).

The aim of the study was to identify the main regional linkages, their importance and the constraints they pose to movement. This provides the basis for a Mersey Belt transport strategy for input into key strategic transportation documents including Local Transport Plans, Unitary Development Plans, Regional Planning Guidance and Regional Transport Strategy and Railtrack Network Management Statements and to provide a framework for the implementation

of measures to meet forecast transport needs over the next 15 years.

The population of the Mersey Belt is in excess of 4 million including the Cities of Liverpool and Manchester. Growth in the use of the highway network is predicted to be 42% over the next 15 years; rail passenger growth over the next five year period is forecast to be between 15-25%. Rail freight growth across the Mersey Belt is expected to grow substantially especially to the Port of Liverpool. Clearly it is imperative to plan to meet this increased demand.

While the highway network retains sufficient capacity on many links to meet demand, key areas of constraint will cause the performance of the system to deteriorate significantly reflecting the weak links in the network.

- Infrastructure pinch points
- Access routes from the highway network to Liverpool and Manchester City Centres and the airport at Manchester; and
- Key intersections on the motorway network

This will hinder road traffic but also adversely affect public transport modes using the highway network - coach, bus and taxi.

While the rail network can absorb some growth through the operation of longer trains via procurement, the previous run down of the railway network over the years leaves it ill-prepared to provide for growth and the additional trains and new services to meet this predicted growth pattern.

Infrastructure capacity constraints exist on the key Liverpool - Manchester and Liverpool-Runcorn rail routes, and with rail station capacity at Liverpool and Manchester (including Manchester Airport Station). The major constraint of strategic national importance is the conflict between east-west Trans-Pennine and West Coast Main Line services at the entrance to Manchester Piccadilly station.

The study recommends

implementation of a service development strategy and a programme of rail infrastructure capacity enhancements and station developments in key areas. Broad costs for these are:

- Corridor track and signalling enhancements £170m
- Manchester Hub Capacity Enhancements £500m
- Station Improvement Works £30m
- Total Cost £700m

This will allow delivery of a rail development strategy, comprising:

- Development of a structured hierarchy of convenient, frequent, clock-face services for express, inter-urban semi-fast and local markets
- Interchange with local rail services, Metrolink and local bus services
- Enhancement of existing hub stations (such as Liverpool Lime Street) and the development of new parkway stations
- Marketing of the enhanced capacity and quality of the rail network across the Mersey Belt
- Expansion of capacity both for passenger and freight development.

On the highway network, the following measures are recommended:

- Measures to manage the highway network including high occupancy vehicle lanes, variable message signing and minor network enhancements
- Priority measures to favour public transport such as bus, coach and taxi lanes and signal priorities.

- Development of integrated express coach services and strategic park and ride initiatives.
- Consideration of the introduction of road user charging as part of a balanced longer-term strategy.
- The possible construction of a second Mersey crossing at Runcorn.
- Better routes for freight to the Mersey Ports.
- Implementation of these strategies will be delivered through Local Transport Plans, Regional Strategies, Railtrack Network Management Statements and Route Strategies, Train Operating Companies, the franchise replacement process, and the Highways Agency as well as private sector initiatives led by Manchester and Liverpool Airports and other partners.
- Close working will continue between Mersey Belt authorities through Mersey Belt groupings, North Western regional co-operation and other Trans-Pennine rail and economic development partnerships.
- Clear support at a national policy level will be necessary to support the development of Mersey Belt passenger transport linkages - in particular through Local Transport Plan resources, in the forthcoming National 10 Year Transport Strategy and in the SSRA Franchise Replacement process. The Mersey Belt rail linkages programme is central to the delivery of the objectives of the strategy.

KEY TRANSPORT PRIORITIES

Building on the Mersey Belt Linkages study, the emerging Regional Transport Strategy and the Greater Merseyside Strategic Planning Framework the consultation exercise has also identified a number of cross boundary issues

including:

- The need for better cross boundary public transport links
- Removing key constraints to projected rail passenger growth
- Improving choice and service quality.
- Providing better passenger information through the full involvement in the PTI2000 initiative.
- Developing new cross boundary services (bus and rail)
- Seeking to be responsive to changing cross boundary passenger needs
- The need to improve capacity at key points on the regions highway network

BETTER PUBLIC TRANSPORT LINKS

The consultation exercise and cross boundary liaison with neighbouring authorities identified the need to:

- Develop new cross boundary services, improving choice and service quality, including:
 - Identifying opportunities to reopen disused rail lines for new services (e.g. St Helens Junction to St Helens Central; the Halton Curve and the Burscough Curves).
- Introduce more cross boundary Quality Bus Partnership (QBP) services (eg St Helens SMART).
- Introduce more experimental demand responsive cross boundary services using new funding opportunities such as the Government's Rural Bus Grant.
- Continue to provide essential cross boundary concessionary travel opportunities.
- Continue to develop a more

attractive package of cross boundary tickets.

In addition the Partners are key players in the Trans-Pennine Group which are seeking to support further improvements to the Trans Pennine rail links between the North West, Yorkshire, East Midlands and the North East and will also continue to press for further improvements to the West Coast Main Line

WIRRAL STRATEGIC ALLIANCE AND LINKS WITH CHESHIRE COUNTY COUNCIL'S LTP

The Strategic Alliance Area comprises the boroughs of Wirral, Ellesmere Port and Neston, Chester and the Chester area of Cheshire County Council as far south as Malpas.

The area is a recognised travel to work area with a population of 530,000, featuring:

- Chester with a concentration of service sector and tourism employment;
- Ellesmere Port and Neston with many individual development sites, a small population and predominantly manufacturing industry;
- Wirral economy is more public sector-based and has the largest pool of people looking for jobs. The area acts as a cohesive employment market giving people the opportunity to work in virtually any sector.

The CEWTEC Economic Assessment in 1998, emphasised that unless the area worked together as a cohesive whole, the relative economic position would continue to worsen and that advantages arising from economies of scale, avoidance of duplication and the spreading of best practice could continue to be missed. Importantly it was also recognised that businesses and communities wanted to work within a coherent area.

All Council leaders therefore pledged that closer joint working must take place. In June 1998, the Alliance was formed.

The Strategic Alliance has a Members Board with leaders and group leaders of all four Authorities, chaired on an annual rotational basis. The Alliance has an Executive, chaired by CEWTEC with representation from the private, public, community and voluntary sectors. Twenty-nine different organisations are represented including further education colleges, CVS, CAB, health authorities and the employment service.

The Alliance has identified, and is working towards addressing the following transport issues:

- *The need for better cross boundary public transport services;*
- *Better transport links to key tourist attractions and employment sites;*
- *Remove gaps in the public transport network within the Alliance area;*
- *Provide a high quality fully integrated public transport information service through the PTI2000 initiative; and*
- *The development of more Commuter Green Travel Plans with major businesses.*

The Strategic Alliance will continue to help shape cross boundary transport improvements through both the Merseyside and Cheshire LTPs.

LINKS WITH THE HALTON LTP

There are strong and clear links between the Merseyside and the Halton

LTPs.

The Mersey Crossing Group: A key issue raised in the Halton LTP, and supported by the Merseyside LTP is the need to provide enhanced highway capacity across the Mersey at Runcorn, specifically at the Silver Jubilee Bridge.

Traffic flows across the Silver Jubilee Bridge are significantly in excess of its design capacity. The Bridge is seriously congested with sub standard lanes and poor facilities for pedestrians and no safe facilities for cyclists. Future growth in traffic flows seeking to cross the Bridge would force trips on to alternative routes, impacting on the Mersey Tunnels and the M6 motorway, particularly at the Thelwall Viaduct.

The Merseyside local authorities and Merseytravel are represented on the Mersey Crossing Group, which commissioned two major studies to evaluate crossing improvement options.

The latest study confirms the major role the existing Bridge plays in facilitating strategic traffic movements between Liverpool and Runcorn, Vale Royal, Chester and North Wales. Knowsley, Warrington, St. Helens and Sefton are other main destinations.

The Runcorn expressway network south of the Bridge, and both the A562/Knowsley Expressway route and the Widnes Eastern By-pass north of the Bridge provide fast links between the M56 and the M62. They also provide diversionary routes for the M6, particularly at the Thelwall Viaduct. The existing Bridge is the only major traffic constraint on these routes. The Bridge is also a key point of access to the motorway network for the Speke / Garston development area and is an important strategic gateway into south Merseyside.

The Bridge also impacts on the economy of the Merseyside Objective One area and is a constraint on the economic development of the sub-region. The Draft Regional Planning Guidance for the NorthWest recognises the strategic importance of the link. The Mersey Crossing Study is included in the RPG list of regionally significant transport studies, and a new crossing of

the Mersey is in the list of transport proposals of regional significance that could be delivered by 2021.

The Study concluded that a new Eastern (low level) crossing would:

- *Relieve congestion on the Silver Jubilee Bridge*
- *Improve the reliability of bus services*
- *Make cycling more attractive*
- *Would stimulate economic growth and regeneration in South Merseyside (Speke / Garston and the western areas of Halton e.g. Ditton and Halebank.)*

The Eastern Crossing option is consistent with the advice received by the Mersey Crossing Group from the Minister for Transport in 1999.

As a consequence a new Mersey road crossing is featured as a major scheme in the Halton LTP within the longer-term 10-year strategy (target date for completion set at 2010). The scheme is likely to be brought forward as a PFI project and Government funding sought for essential preliminary works.

Improvements to passenger rail services are also closely integrated with priorities in the Merseyside LTP. For example in line with the findings of the Mersey Belt Linkages Study the Halton LTP reiterates the importance of providing an enhanced passenger rail service linking Liverpool - Widnes - Warrington and Manchester with two new stations identified within Halton. Another key priority is the introduction of frequent passenger rail services on the Halton Curve, allowing new services to be introduced between Liverpool and the proposed new Allerton Interchange and Runcorn, Frodsham and Chester.

The Halton LTP includes a comprehensive bus strategy featuring the following cross boundary elements:

- *The provision of cross boundary subsidised bus services, which are jointly provided*
- *Investigation of the potential opportunities to extend Merseytravel pre-paid ticketing schemes into Halton*

- Phased and co-ordinated introduction of new cross boundary Quality Bus Partnership services
- Merseytravel and Halton Borough Council are actively working with Liverpool Airport to improve public transport as part of the Airport Surface Access Strategy.

In addition, Merseytravel will continue to support Merseyrail services to Hough Green (within Halton) from the Merseyside boundary. Merseytravel multi-modal ticketing is valid for journeys starting and finishing at Hough Green. This is a reflection of the strong social and economic links between local communities in this area and Liverpool. Merseytravel also continue to fund cross boundary concessionary travel for residents living in the Cronton area to Widnes.

LINKS WITH LANCASHIRE COUNTY COUNCIL'S LTP

The Lancashire County Council LTP and Merseyside LTP are also closely integrated with key cross boundary elements being as follows:

- The need to develop effective cross boundary Quality Bus Partnership corridors especially between Southport and Ormskirk and between Southport and Preston

- Need to ensure high quality public transport links are provided to Ormskirk Hospital from Southport and Formby
- The continued support for Merseyrail Northern Line services beyond the Merseyside boundary to Ormskirk
- In the longer term investigate the reintroduction of rail passenger services on the Burscough Curves
- Develop new innovative and demand responsive cross boundary passenger services using funding sources such as Rural Bus Grant and Rural Bus Challenge funding.
- Enhancements to public transport links between Skelmersdale and Liverpool
- Further improvements to the Southport-Wigan-Manchester and Kirkby - Wigan - Manchester cross boundary rail services.
- Support Lancashire County Council's proposal to construct the new A570 Ormskirk and Scarisbrick by-pass.

LINKS WITH WARRINGTON BOROUGH COUNCIL'S LTP

Finally, the Merseyside LTP recognises the need to provide enhanced public transport links between St. Helens / Knowsley and Warrington, especially to

aid access to growing employment opportunities in Warrington and its surrounding areas such as Birchwood.

As a consequence the following key priorities are featured in both sets of LTPs:

- The need for enhanced cross boundary Quality Bus Partnership services (esp. Newton-le-Willows - Earlstown - Winnick - Warrington and St. Helens Town Centre - Birchwood and Warrington)
- Investigate the introduction of new demand responsive cross boundary passenger services linking communities within Merseyside with key employment and development areas within Warrington. This will be linked to the development of Green Travel Plans.
- Continue to offer cross boundary concessionary travel arrangements linking communities in Merseyside with key facilities (such as health care provision) within Warrington.
- Ensure the continued development of cross boundary cycle routes and footways.
- The modernisation of the West Coast Main Line which will upgrade the capacity and quality of the line for passengers and freight
- Further development and improvement of key Trans-Pennine and Cross-Country rail links for passengers and freight.
- Developing an effective North West Rail Strategy.

CASE STUDY: THE WEST LANCASHIRE COMMUNITY RAIL PARTNERSHIP

Sefton MBC and Merseyrail are partners in the West Lancashire Community Rail Partnership which seeks to identify and help bring forward improvements to:

- Rail station infrastructure;
- Access to rail stations; and
- Provision of rail information.

The Partnership is led by Lancashire County Council and includes the following organisations:

- West Lancashire District Council and its neighbouring district and metropolitan councils
- Community organisations, including OPSTA (Ormskirk, Preston and Southport Travellers Association)

- Railtrack
- Countryside Agency
- First North Western Trains
- Local NHS trusts; and
- GMPTE

MERSEYSIDE LOCAL TRANSPORT PLAN - 5 YEAR PROGRAMME

	£ '000			
	2001/02		2001/2006	
	LTP	Other	LTP	Other
COUNTYWIDE				
<i>SUSTAINABLE TRANSPORT</i>				
Public Transport	11938	6511	45722	45739
Cycling	884	342	5075	2025
Walking	826	139	4450	939
Safe Routes/TravelWise etc	629	0	3280	0
<i>EFFICIENCY AND MAINTENANCE</i>				
UTC and Traffic Management	1470	50	7920	280
Bridge Maintenance	6085	360	23870	875
Principal Road Maintenance	10042	765	39207	1655
<i>QUALITY OF LIFE</i>				
Local safety Schemes	2400	200	12790	500
Traffic Calming and Other				
Access Schemes	2056	846	10740	3930
<i>FORWARD PLANNING</i>	<i>655</i>	<i>120</i>	<i>2750</i>	<i>250</i>
TOTAL	36985	9333	155804	56193
CENTRES AND CORRIDORS				
<i>ECONOMIC REGENERATION</i>				
Freight Network	945	4265	6825	12505
City Town and District Centres	2591	2650	12730	15065
SSDA etc	1200	5200	2175	6022
<i>Sustainable Transport (Cycling, Walking and Public Transport)</i>	3055	1263	23191	20207
<i>Efficiency (Maintenance and Traffic Management)</i>	0	0	500	0
<i>Quality of Life (Pedestrian facilities and environmental/safety improvements)</i>	1935	620	8925	2170
TOTAL	9726	13998	54346	55969
MAJORS				
<i>ALLERTON INTERCHANGE</i>	256	0	2459	8466
<i>LRT</i>	513		91038	55000
<i>CENTRAL STATION IMPROVEMENTS</i>		103		5603
<i>HALL LANE IMPROVEMENTS</i>			7180	
TOTAL	769	103	100677	69069
GRAND TOTAL	47480	23434	310827	181231



MEASURING PROGRESS AND HITTING KEY TARGETS

The performance of the LTP in delivering a single integrated network will be measured by its success in meeting key targets. These 'Headline Targets' highlight what the partners hope will be the key achievements in addressing the economic, social and environmental issues associated with transport on Merseyside.

However, not all the LTP's objectives are directly measurable, so an additional series of performance indicators have been identified to help the partners monitor and review the effectiveness of the strategy. These indicators are intended to provide robust and reasonable measures of performance and will form the basis for assessing the performance of the LTP. They will also shape the structure of the monitoring programme.

IDENTIFYING PERFORMANCE INDICATORS AND SETTING TARGETS

The suite of performance indicators adopted for the LTP has been derived from two main sources:

• a comprehensive review of the indicators identified in existing published guidance and strategies; and

• the creation of new indicators specific to components of the Merseyside LTP.

Where appropriate, all indicators described have been adapted for the LTP. In some cases, however, where specific indicators have been required to measure the delivery and success of specific elements of the strategy, (e.g. delivery of the interchange strategy, parking and planning controls, the TravelWise programme etc), appropriate new indicators have been developed.

Headline Indicators highlight the key deliverables we are seeking from the LTP. They include corporate level indicators that will show the success of the LTP in addressing the nationally and regionally important strategic issues of economic regeneration, social inclusion, environmental sustainability, health and safety. These are consistent with the key challenges identified earlier in the LTP and with regional and national programmes such as Objective 1 and Local Agenda 21. They also include the key indicators identified for specific transport issues addressed in the LTP. Appropriate targets have been set for all the headline indicators.

These indicators will enable the partners to assess and monitor the performance of the LTP in meeting its four core objectives.

Performance Indicators are additional

indicators, related to the Transport and Accessibility Themes. Specific targets have been set for each, and will provide a further means of evaluating the delivery of the LTP. Some indicators will be monitored only to provide information that will assist the interpretation of changes in the headline indicators. In others, they relate to specific areas (e.g. health) where transport is only one of many factors that contribute to changes in the indicator and where changes in transport provision are not certain to result in a change in the indicator.

The LTP performance indicators have been considered in terms of Outputs and Outcomes. Outputs are, in most cases, specific deliverable items of the LTP programme and are under the direct control of the LTP partners. They include, for example, new transport infrastructure, adoption of new procedures or strategies (e.g. for cycle audit, local planning, event management etc.), maintenance measures and the results of specific studies or programmes (e.g. air quality review and assessment, school travel plans and green transport plans). The outputs therefore provide the main way of evaluating the delivery of the LTP programme.

The Outcomes provide a way of measuring the effects of the outputs of the LTP, which by their nature have a longer time horizon. They include, for example, the share of different transport modes, patronage of public transport, number of road traffic accident casualties, traffic levels, journey times, air quality and public awareness.

The links between the LTP programme (measures and strategies), the expected outputs and outcomes and the four LTP objectives are shown in Appendix 9 of the Local Transport Plan - Technical Appendices. The outputs and outcomes identified form the basis for the range of performance indicators that will be used to evaluate the successful delivery of the LTP.

Monitoring and Performance Indicators

THE ROLE OF TARGETS AND MONITORING IN THE LTP STRATEGY

The role of targets and monitoring in the LTP is easily summarised by the terms: monitor, audit and review.

- An extensive monitoring programme will be set up to collect information about the performance indicators. The data collected will have to be sufficiently robust to identify trends or changes. Systems already exist to gather the majority of this data.
- The information collected by the monitoring programme will be used to audit the performance of the LTP by comparing it with the targets set for it. The audit will address both the delivery of the strategy and the achievement of the LTP objectives.
- The results of the performance audit will then be used to review the LTP. Specifically the LTP programme, the performance indicators used and the targets set. The reasons for any observed effects will be investigated and the need for any necessary changes to the LTP will be identified.

is viewed as a three stage interactive process (monitoring, audit and review), and is summed up as shown overleaf.

Table 5.1 contains the headline indicators with Appendix 9 of the Technical Appendices of the LTP contains all the more detailed performance indicators. For the sake of completeness, in the Local Transport Plan - Technical Appendices the headline indicators are repeated. Furthermore the table provides a precise definition of the proposed indicator, details of the targets (where they have been set), the source of the indicator (if it has been derived from a published source) and the mechanisms for monitoring.

INTEGRATED MONITORING FRAMEWORK

The partners will measure success in delivering these Headline Targets as well as the more detailed Performance Indicators through a new Integrated Monitoring Framework, which includes a package of focused monitoring featuring:

- *Cordon count surveys around Liverpool City Centre and other main centres, combined with screen line-surveys on all corridors to measure traffic growth and the proportion of people travelling by different forms of transport.*
- *Merseytravel's Ticketing Information Management System (TIMS) will collect data on pre-paid ticket sales from all outlets across the County. This will facilitate a geographical understanding of travel trends. Similarly, the Rail Settlement Plan Cash Sales Data (CAPRI) will enable the monitoring of train ticket sales at specific stations, hence allowing trends across the entire network, but also specific lines, to be monitored.*
- *Through the Quality Bus Partnership arrangements with Bus Operators and the Police, detailed passenger information will enable targets to be monitored, in addition to evaluating the impact and success of corridor specific infrastructure investment.*
- *Air Quality Monitoring equipment (both static and mobile sites).*

- *Travel behaviour monitoring which includes the use of personal travel and specific site travel surveys.*
- *Market research, testing attitudes to transport and travel choice, through countywide household surveys, project specific research and various forms.*

The partners will report progress in the Annual Progress Reports, which will follow on from the publication of this Local Transport Plan. They will also seek to monitor the effectiveness of the Merseyside LTP through a series of Benchmarking exercises with other comparable urban areas from across the European Union.

Further detail surrounding these performance indicators is detailed in the Technical Appendices together with the causal chains, which provide the linkages between the specific targets/performance indicators and the overarching objectives of the LTP.

The key issue is that the partners are committed to delivering the full programme described in the LTP over its five-year period. This is a one off opportunity for Merseyside to gain a step change in transportation and attain a single integrated transport network for the people of Merseyside.

All partners are required to produce Best Value Performance Plans. Where appropriate, the performance indicators and targets will be matched to the annual Best Value Performance Plans (e.g. see maintenance of principal roads, provision of transport information etc) which will be published and subject to wide consultation. This is an additional and welcome discipline, which will demonstrate that these targets are both realistic and challenging.

The partners are committed to the continual monitoring of the LTP, and to that end the terms of reference of the Merseyside Strategic Transportation and Planning Committee (MSTPC) have been modified to receive regular reports on the progress of the LTP. Similarly the bi-annual updates of the Centre of Excellence document will provide a valuable regular progress check, as will