The Local Transport Plan For Merseyside 2006 - 2011

LOCAL TRANSPORT PLAN
MERSEYSIDE

| Public Transport | Goods | Walking | Cycling | Traffic |

Following the submission of the Provisional Local Transport Plan for Merseyside in July 2005, we are now pleased to present our final Plan, setting out how we intend to improve transport provision in Merseyside particularly over the next five years.

As we suggested in introducing the Provisional LTP, this promises to be a particularly exciting and challenging time for all those involved with the regeneration of Merseyside; the evidence suggests that growth over the next five years will be sustained and will increase employment opportunities. We can anticipate increasing demand for travel and rising traffic levels as a result of this regeneration, and we have worked very hard with all our partners to ensure that transport provision is an integral part of the Merseyside package, providing the efficient movement of people and goods that supports growth.

The mid point of this LTP in 2008 also marks Liverpool's tenure as European Capital of Culture. We intend to ensure that this will be marked by a transport system that is recognised as developing in a way that befits such status.

We reiterate what we said in our introduction to the Provisional LTP; we have a unique partnership in Merseyside, representing the five local authorities of Knowsley, Liverpool, Sefton, St Helens and Wirral, together with Merseytravel. We have been working together for many years. The strength of the partnership allows us to take actions for the benefit of the whole of Merseyside, rather than as a collection of individual authorities.
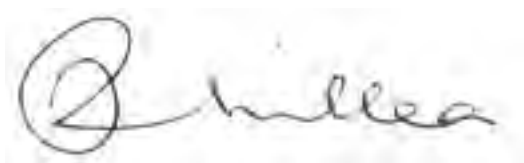
Merseyside has been declared a Centre for Excellence for Delivery, and we believe we have the strength of partnership to address these challenges and opportunities with optimism.

The situation with regard to Merseytram has clearly been hughly disappointing. We continue to believe that the proposals for Tram Line One provided the best means to securing transport improvements for that important part of Merseyside including the City Centre. The legal process has prevented us from undertaking the full review of options now required following the decision to withdraw funding, and we are grateful that we have been able to reach an agreement with the Department allowing us to provide you with a revised set of proposals for the area affected by the decision on Tram Line One. We will deliver this to you in July.
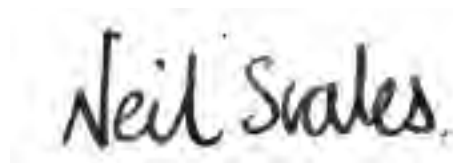
Our work since the Provisional plan has also allowed us to examine in more detail the economic prospects for Merseyside and the results now appear to point to a period of faster traffic growth than we originally envisaged. On that basis, and following revised guidance, we also signal within the Plan our intention to submit a proposal for the second round of Transport Innovation Fund pump priming funding for examination of potential road user charging on Merseyside.

Foreword

We believe, regardless of the problems raised by Merseytram, that we have a clear set of Objectives for improving transport on Merseyside. This LTP provides us with the framework for delivering a local transport system capable of supporting the regeneration of Merseyside over the next five years and beyond. The strength of our partnership is illustarted by the list of our partners logos, shown on the following page.

Councillor Peter Millea
Chairman Merseyside Strategic
Transportation and Planning Committee

Neil Scales, OBE
Chair Merseyside Strategic
Transport and Engineering Group

Knowsl@y Council

The City of Liverpool

St Helens Council

WIRRAL

Centre of Excellence

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The Second Local Transport Plan for Merseyside: Summary

Introduction

The second Local Transport Plan, (LTP), for Merseyside covers the period from 2006-2011. It is a statutory document, and sets out our proposals for improving transport in Merseyside over the next five years within the context of our longer term strategy. We have worked with the wider Merseyside Partnership to ensure that the LTP is aligned with the Liverpool City Region Development Plan, as well as the national and regional strategies.

Vision

Our vision for transport on Merseyside is:
'a fully integrated safe transport network for Merseyside which supports economic and social regeneration and ensures good access for all, and which is operated to the highest standards to protect the environment and ensure quality of life'.

Our long term strategy is to support the continuing economic development of Merseyside by *managing for growth* in travel demand to ensure the efficient movement of goods and people.

We will do this by:
(i)   Continuous improvement to the capacity and efficiency of the transport network, based on the best means of delivering the safe movement of goods and people.
(ii)   Continuously improving the links between transport and land use and locational choice in ways that support the efficient movement of people and goods.
(iii) Creating a well connected region in terms of our links to neighbouring areas and beyond, and within the Merseyside and wider city region.
(iv)   Ensuring equality of travel opportunity for all, by setting out in the Access Plan a programme of action to ensure all members of the community have equal access to opportunities and services.
(v)   Improving and enhancing the single integrated public transport (to be promoted as *TransportPlus*) network to make it affordable and accessible to all and enhancing capacity to support connectivity and alternatives to private car use.
(vi)   Managing demand for travel, by ensuring that the transport network operates efficiently in support of the area's continuing regeneration and minimizes the impact on the environment, contributes to addressing climate change and does not impact adversely on people's health.
(vii) Creating a safe and secure travel environment by continuously reducing the level of accidents on the highway network and ensure personal security across all modes.

(viii) Providing the community with informed choices through ongoing communication about travel choices that are available and the need for change to be understood.

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

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

Figure 1 illustrates the position of this LTP within the national and regional context

Figure 1 The LTP and the Wider Context

City Region

Core Cities

Northern Way

Vision
"To regain our status as a premier European City Region by 2025 with an internationally competitive economy and cultural offer and outstanding quality of life and vibrant communities contributing to and sharing in sustainable wealth creation'.

Regional

RES

RSS

RTS

The Local Transport Plan

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

National Agenda

The Future of Transport:

A network for 2030

Community Strategies Public Consultation

The Strategic Priorities

LTP Strategy

The Shared Priorities

The Long Term Strategy

Action Plan

Strategic Priorities
• Premier Destination Centre
• Well Connected
• Creative and competitive
• Talented and able
• Sustainable communities

SEA/HIA

Objectives
• Supporting regeneration
• Accessibility & Social Inclusion
• Managing demand
• Healthier communities
• Protect/enhance the environment
• Maximise use of exisiting resources

• Congestion
• Accessibility
• Air Quality
• Road Safety

5 Year Programme

Summary

The second LTP covers the period from 2006 to 2011. Over the next five years the LTP will put in place measures that will support the economic growth of the Merseyside and wider Liverpool City Region. We have set a number of objectives for this period:

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

We will aim to support the following priorities:

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

Key Issues for Merseyside

As a Centre of Excellence for delivery we are committed to ensuring that we develop pragmatic and deliverable programmes. The results of this work are reflected in this second LTP. In terms of our strategy for the efficient movement of people and goods there are a number of important points to highlight:

- Notwithstanding the pace of change in Merseyside's economy, a critical review of our first LTP has shown the strategy and policies contained within that first Plan to be robust and to remain relevant. This second LTP therefore illustrates strong continuity of policy adapted where necessary for changing circumstances.
- The Liverpool City Region Development Plan (LCRDP) supports polycentric development. Within the Merseyside area, the corridor and centres approach has enabled good progress to be made in many areas over the past five years. The second LTP, however, envisages a different, more targeted approach to meet our commitments to the wider national, regional and City Region agendas. This will be based on increasing capacity and efficiency, through selective investment and managing our highways via the agreed road hierarchy together with a strong commitment to enhancing public transport.

- We consider that managing increasing travel demand within a growing economy must be supported by better integration with land use planning and locational choice. This will be achieved by aligning the spatial strategy within each local authority's Local Development Framework, with the priorities of this LTP. It will also be supported by joint working on a Transport Supplementary Planning Document which will enable the accessibility of proposed developments to be assessed and improvements identified where necessary.
- Rising demand for travel and increases in traffic is leading to increasing congestion in Merseyside, but it is not generally considered to be at a level where it poses a concern for the efficient movement of people and goods. However, there are certain areas where increasing traffic levels will have an adverse impact. This is particularly true of the City Centre where large scale redevelopment will lead to increasing travel demand. This will need to be managed within the framework of the World Heritage designation. The City Centre is also an air quality action area on account of its already high levels of pollution, largely caused by traffic.
- Our most important consideration in Merseyside at the present time is to ensure that all members of the community have equal opportunity to access jobs and training opportunities, education and health care. We also recognise the diversity of the Merseyside community and the range of different travel demands that this brings. This including for example our commitment to making Merseyside a barrier free travel environment for our disabled travelers and recognizing the support that specific transport measures can bring to women.
- We are setting out a programme of action for the next five years that will help to deliver the longer term transport strategy for Merseyside. The importance of a transport system able to support continuing growth and social and economic regeneration has widespread support. . Our strategy for the efficient movement of people and goods will be dependent on the continuation of good partnership including the public transport operators, the Merseyside Freight Strategy Group and a range of other key partners.

Our partnership also includes the health and education sectors, Jobcentreplus and Housing Market Renewal. This reflects the integration of this LTP with the wider agenda for Merseyside.

A recurring theme within this LTP, is that particular measures will have to be taken to ensure that our most disadvantaged communities are not further affected by the transport impacts of economic growth. We are committed to equality of travel opportunity for all, and we welcome the opportunities to address these issues within the Access Plan, which is a daughter document to the LTP.

Many of these communities are most vulnerable to increases in traffic passing through their neighbourhoods, bringing with it health concerns such as road accidents, air quality, and noise.

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

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

We have undertaken a Strategic Environmental Assessment (SEA) of the LTP, together with an update of our Health Impact Assessment (HIA) which was undertaken as part of our first LTP. Both have been very positive overall about the benefits that will accrue from our proposals. However, the SEA confirms the potential imbalance to our more disadvantaged communities and stresses the potential negative impacts of rising traffic demand, in terms of increasing congestion and poor environmental conditions. Our proposals to manage demand, and developing and enhancing a range of sustainable alternatives is part of our response to this challenge.

Challenges and Opportunities

Over the past five years we have witnessed similar trends to other metropolitan areas. Figure 2 shows increasing car and rail usage whilst bus usage continues to decline (albeit on Merseyside at a slower rate than previous trends had suggested). The respective costs of motoring and public transport relative to the RPI can be noted.

Figure 2 Trends in Transport Usage in Merseyside
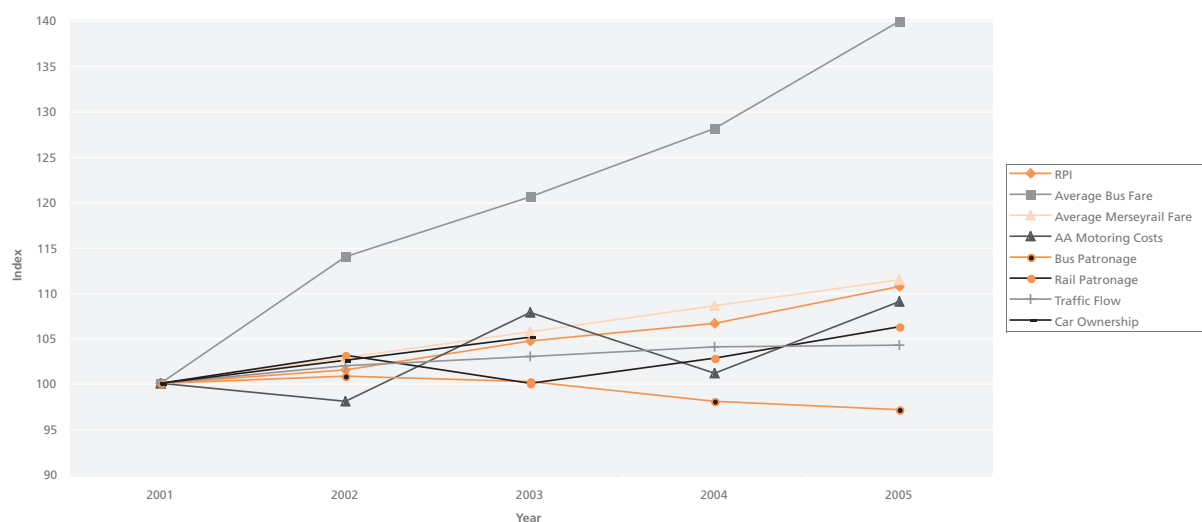
Detailed analysis of employment growth and housing patterns have indicated important changes that our transport network will have to accommodate over the next five years. Employment growth will be strong. This is particularly true of the City Centre where 50% of all jobs will be created over the next five years. The City Centre already poses certain challenges of managing traffic growth within the framework of a World Heritage Site. Capital of Culture in 2008 will require planning for 11m visitors.

Liverpool John Lennon Airport and the Mersey Ports along with a number of the Strategic Investment Areas (SIAs) are also anticipated to generate increasing traffic levels. For the Port of Liverpool at Seaforth this is a particular challenge in terms of heavy freight traffic.

In terms of housing development, it would appear that there may be a growing disparity between housing developments attracting the more mobile sectors of the community who are able to travel longer distances to work, whilst New Heartlands Housing Market Renewal (HMRI) is, at least in the short term, most likely to be concerned with issues of disadvantage and worklessness. These conditions will require different responses. Figure 3 provides an indication of the likely trends in traffic levels.

Figure 3 Potential Traffic Growth
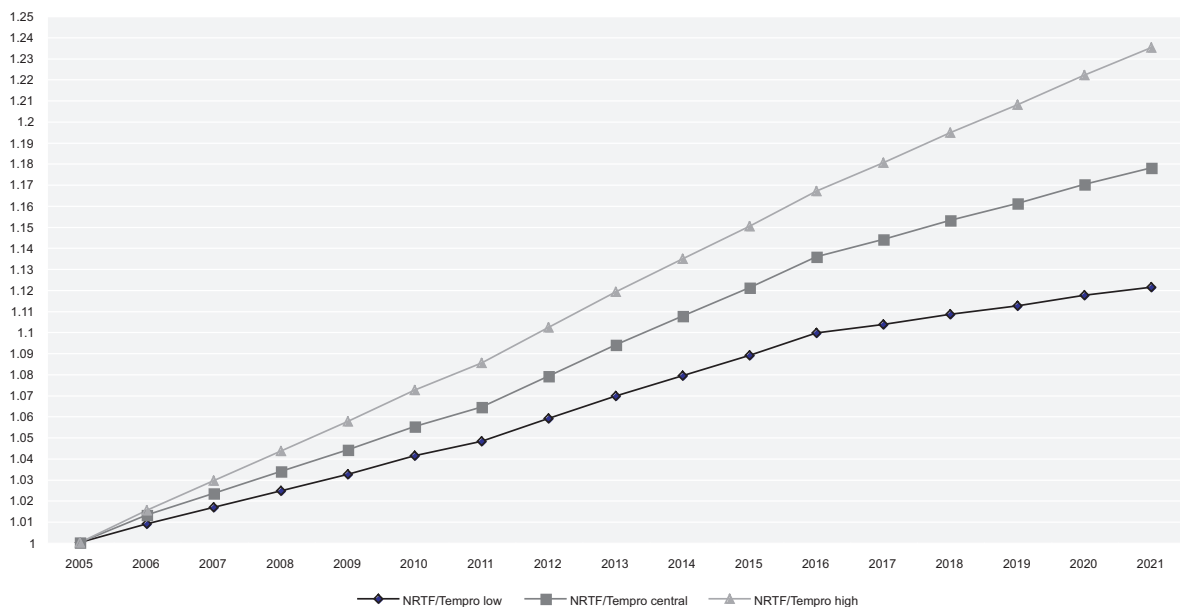
Increasing traffic and congestion will affect the area's productivity and attractiveness. It will also lead to increasingly damaging environmental impacts and as we have noted, on the health of the community.

Our analysis of the economic regeneration taking place in Merseyside shows that this will result in growing travel over the next five years. Car journeys to work are forecast to grow by 5% across the region. This rises to a 12% increase to Liverpool City Centre. The LTP addresses this issue with a package of measures to improve the quality and capacity of the public transport system, increase park & ride facilities and introduce a package of demand management measures, such as the limit in the number of public car parking spaces in Liverpool city centre. This balanced approach will mean more people travelling to work by bus and rail, and car traffic increases limited to a 7% increase between 2006-11. The continuing growth in City Centre Living will also see an increasing number of people able to walk or cycle to work in the city centre.

However, whilst we believe that our LTP proposals provide an attractive package of measures to support economic growth for the developments that are currently planned, we need to consider how we deal with increasing traffic and congestion levels in the future. The DfT are encouraging cities to examine the potential for road user charging to play a role, as part of a wider package of improvement measures. The DfT are offering "pump priming" funds through the Transport Innovation Fund (TIF) to examine the issues in greater depth. We believe it is prudent to consider all the policy options available for the delivery of the LTP objectives, and will therefore be making a bid for TIF pump priming support to explore this issue in greater depth.

Our approach is to maintain a balance that allows for the efficient movement of people and goods. Figure 4 summarises this.

Figure 4 Achieving the Right Balance

Increasing Economic Activity and Prosperity

Increased Travel Demand

Car

Public/Other Transport/ Smart Choices

- Efficienct Highway
- Balanced Parking
- Efficient Business/Leisure Travel
- Efficient movement of goods

Increased Use

Greater Capacity ← Investment

- Congestion Free
- Good Air Quality
- Good Environmental Conditions
- Equality of Travel Opportunity for all
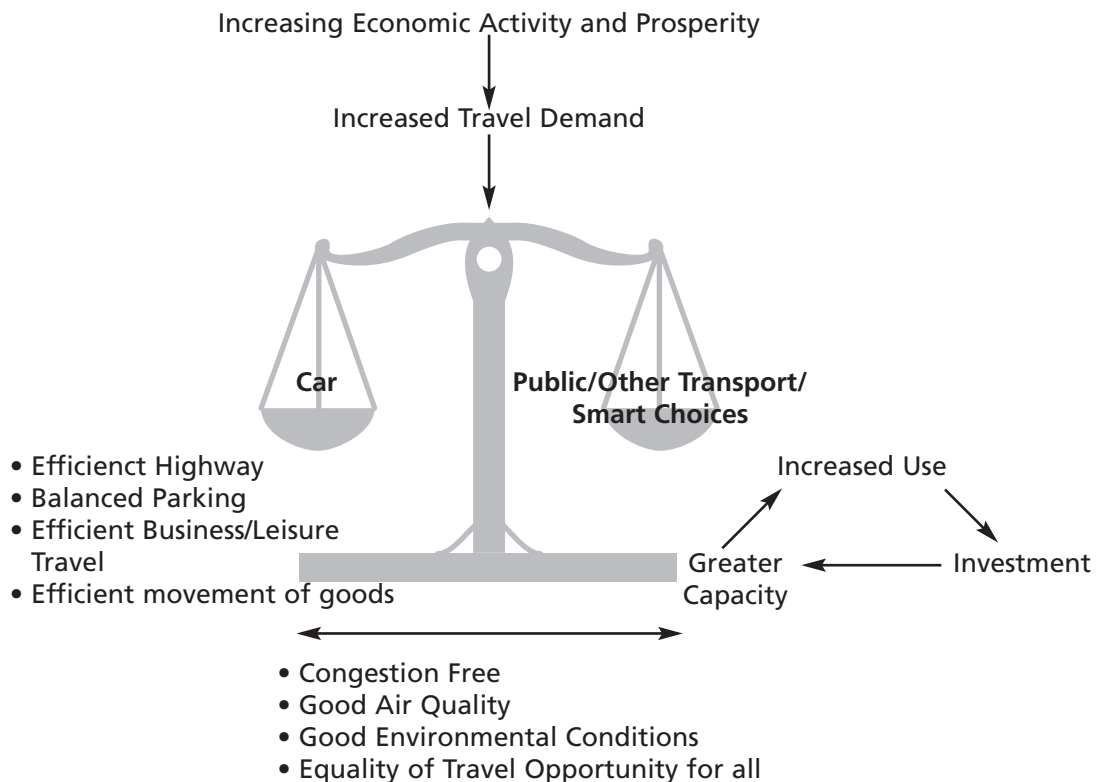
The Investment Programme

To achieve the right balance, our investment programme for the next five years has been tailored to meet our objectives. We have been provided with an indicative capital allocation of about £150m to invest in Merseyside's transport system over the next five years. We will have about a further £50m to invest in maintenance. We also anticipate additional funding from a range of sources including successor European Objective One funding, local authority and Merseytravel revenue funding, and support from other supporting programmes.

Objective One - Appropriate Infrastructure for Regeneration

The continuing economic and social regeneration of Merseyside is the greatest priority for the City Region. The importance of an efficient transport system to support that regeneration has been summarised.

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

Packages and measures will include:
- Improved access to the Mersey Ports.
- Support for tourism and coach parking.
- Improved public realm.
- Improved infrastructure to improve access to key locations such as LJLA and the SIAs.
- Delivery of City Centre Movements Strategy including improvement to city centre stations

Objective Two - Accessibility and Social Inclusion

The key priority for Merseyside is to ensure accessibility to jobs and opportunities created through regeneration, and also to education and health care. At the heart of securing 'access for all' will be the Accessibility Strategy and Plan, but the importance of the *TransportPlus* programme (single integrated public transport network) will be paramount, supported by rejuvenated cycling and walking strategies. Packages and measures to be implemented will include:
- Improving the quality of the bus network and ensuring that Merseytravel's support for additional services, beyond that provided commercially, is the most cost effective for meeting new travel demands. This will include reviewing the role of Demand Responsive Transport and building on the expertise of the Community Transport Sector.
- Promoting improvements to the Merseyside bus network through the introduction of Integrated Corridor Management and by working with the operators to enhance the quality of the fleet and the operation of the network.

- Increased and more innovative information, marketing and ticketing, including development of current pilot projects such as Neighbourhood Travel Co-ordinators.
- Improved facilities for cycling and walking.

All activities will be compliant with meeting the requirements of the Disability Discrimination Act.

Objective Three - Manage Demand

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

A range of measures and packages will be required. These will include:
- The proposed Merseyside Transport Supplementary Planning Document (SPD) on transport.
- Parking management
- Promoting more use of public transport
- Increased Park and Ride facilities
- Smart Choices - promoting travel plans for large employment and education sites.
- Developing a pan-Merseyside approach to better network management via the local authority Traffic Managers, reducing delay and inconvenience, caused by roadworks and other obstructions that can lead to congestion.
- Develop Merseyside's area traffic control and intelligent transport systems capability to improve management of the system and to provide enhanced travel information.

Objective Four - Healthier Communities

Merseyside suffers from high levels of heart and respiratory disease and improving the health of the population is an objective in which the transport agenda can play a role. Our programme includes schemes in areas through which busy or congested roads pass and where road safety and environmental impacts are known to be greatest. Examples of packages and measures to be included are:
- Continuing measures to improve road safety particularly in disadvantaged areas.
- Traffic calming and Home Zone initiatives.
- A range of TravelSafe measures to allay fears and improve perception of fear and safety on the public transport network.
- Targeted maintenance and improvement regimes in programmes such as street lighting, to improve amenity and safety, including in and around transport hubs.

Other measures which improve health are associated with exercise and this can be in the form of walking or cycling (active travel). The programme includes:
- Measures to encourage cycling and walking for both work and leisure.
- The provision of infrastructure to support safe cycling and walking.
- Enhancing and protecting Merseyside's Rights of Way.

Objective Five - Protect and Enhance the Environment

Whilst the economic regeneration of Merseyside is a primary objective of the LTP, the need to balance this against the considerations of poor air quality and noise pollution is recognised. Similarly, we also seek to improve the physical highway environment in which the public spend a significant proportion of their time.

Many of the measures which are aimed at managing demand, together with better traffic management contribute strongly to this objective, as do recent initiatives examining buses using non polluting fuels. Highway maintenance also has a role to play, by providing quiet road surfacing and high levels of recycling/use of recycled materials (several maintenance schemes in Merseyside are achieving over 90% recycling rates).

Other measures which contribute directly to this objective are:
- Measures to mitigate noise and air pollution.
- Travel Awareness - Smarter Choices.
- Travel to School initiatives.
- Public Realm works

Objective Six - Best Use of Resources

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

In this context the LTP will set out a range of packages and measures that will include:
- A targeted approach to highway maintenance to ensure high standards for priorities such as the freight and public transport networks, identified as part of the Road Hierarchy.
- Developing the Transport Asset Management Plan to manage assets in an efficient manner, and build on cross authority procurement regimes.
- Enhanced management and targeting of resources to meet other programme priorities.

Summary

Forward Planning and Research

In addition to the objectives for delivery over the next five years, the pace of change and constantly evolving range of demands means that it is essential that the LTP partners are capable of effective forward planning. The establishment of the LTP Support Unit is a positive commitment to ensuring the success of this plan. This is also important in terms of our commitments to be responsive to public demands and to ensure the LTP remains clearly set within the wider context.

Major Investment

We have identified a number of possible major investment schemes. Some of these have already gained approval. We are examining the potential of a number of others.

Schemes already approved or provisionally approved include:
- Edge Lane
- Blackbrook Diversion

Schemes to be examined for possible implementation within this LTP include:
- Extension of Merseyrail services from Kirkby to Headbolt Lane with Park and Ride
- Mid Wirral Line (Wrexham - Bidston line)
- Olive Mount Chord to improve rail access to Port of Liverpool at Seaforth
- Promotion of North Wales to Liverpool rail services via Halton Curve rail link
- Thornton Switch Island link road
- Lime Street Gateway - being examined for funding outside the LTP programme.
- Central station capacity enhancement
- Improved access to the ports.

It was extremely disappointing not to receive full funding for Merseytram Line One following the granting of powers to build the scheme and the earlier provisional funding approval. It is considered that the scheme offers the best solution to the City Centre - Kirkby corridor. We will be reviewing our short term options for the corridor in our Addendum report that we will present to DfT in July 2006.

We have already indicated our intention to bid for funding from the TIF to examine a range of issues concerned with growing traffic particularly to and from the City Centre, and potential solutions to the problems caused by increasing congestion.

We also support proposals within the TIF 'productivity' strand to assist with improved access to the Mersey Ports. We believe the Ports are a key economic driver both for Merseyside and the North in general. We will work within the local partnership and with Peel Holdings: the rail sector, and the Highways Agency, to promote further improvements.

Cross-Boundary Priorities

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

- With Cheshire we have agreed further examination and development of the extension of Merseyrail on the mid Wirral line. This could have major impacts by improving links to the expanding Deeside and Broughton areas from Merseyside and to Birkenhead and Liverpool for North Wales and Deeside. These issues are already being addressed via the Mersey Dee Alliance.
- With Cheshire and Halton we are also agreed that the reinstatement of the Halton Curve would have similar beneficial effects in creating access to John Lennon Airport and south Liverpool from Halton, Cheshire and North Wales.
- With both Cheshire and Halton we recognise the importance of providing transport links that will enable people to access jobs and opportunities identified in the Liverpool City Region Development Plan, and the NWDA Regional Economic Strategy (RES). We will build on our existing partnership arrangements including the MDA Workwise Programme and the Joblink initiative.
- The Merseyside authorities and the LCRDP places the highest priority on Halton's proposals for the Mersey Gateway.
- Providing it is part of a sustainable access strategy and on the basis that it is a private sector funded initiative, the Merseyside Partners and Halton support the principle of the proposed new Eastern approach road to Liverpool John Lennon Airport.
- We support Cheshire's aspirations for the development of Chester station because of the benefit it will carry to Merseyrail.
- We support the Smartcard initiatives being developed by both Cheshire and Lancashire and encourage the possibilities of joint action with the emerging Merseyside Scheme.
- Because of the importance given to Southport's developing role as a Classic resort, we support Lancashire's promotion of the A570 Ormskirk by-pass, which could provide major benefits to improving access to the resort from the national road network.
- Through our review of the potential for cost effective measures to extend the Merseyside rail network, we will also examine the potential to provide intra regional links between Preston, Liverpool South Parkway and Liverpool City Centre via Ormskirk.

- With the completion of the transport hub at Liverpool South Parkway we will continue to examine the potential for improved services from central Lancashire to increase access to Liverpool John Lennon Airport.
- We believe that the development of the Manchester rail hub would offer real benefits in creating greater rail capacity to Merseyside, and help to re-establish rail links to other cities, identified as a priority in the LCRDP. We particularly wish to see improvements to links to Manchester airport.
- With Warrington, Wigan MBC and GMPTE we will be examining the outcomes of the Culceth, Ashton, Newton and Golbourne (CANGO) public transport study to assess future cross boundary requirements in this area. Equally there will be other cross boundary issues emerging from the LCRDP which will be examined.
- Dependent upon the outcome of the current assessments, it may be necessary to examine implications of major development at the Omega site.

Measuring Our Performance

We have established a set of performance indicators to measure our achievement and progress against the objectives we have set. They are designed to provide evidence of 'real and measurable improvements in the quality of life and the quality of transport services' for Merseyside.

We have shown how transport is primarily a means to facilitate social and economic activity in the region. As such, our performance indicator set includes a number of cross sector linkages, measuring aspects such as the local economy and tourism activity. As the plan seeks to facilitate and support the region through an efficient transport network, it is important to monitor progress in these 'outcome areas' to assess the overall performance of the plan in assisting the delivery of the regions wider aspirations.

We have set 41 indicators to measure our performance but we consider that the success of this LTP should be measured in terms of its effectiveness in addressing the local priorities. A set of core Merseyside targets is set out below.

Core Merseyside Indicators and Targets

Accessibility - to jobs and opportunities

• Increasing access to jobs
• Increasing access to education
• Increasing access to key services
• Increasing the numbers of buses accessible to all users.

Road Safety

• Reducing the overall total of killed or seriously injured
• Reducing the total of children killed or seriously injured

Managing Traffic Growth

• Reducing the levels of pollutants within the Air Quality Action Areas in Liverpool City Centre and the Rocket Junction.
• Monitoring delays on key routes
• Restricting traffic growth to the City Centre
• Increasing walking, cycling and public transport use of the journey to school
• All new developments to be subject to a transport SPD criteria

Effective Delivery

We believe that our proposals for the next five years, are based on a sound knowledge of what is required to support the economic and social regeneration of Merseyside, and that this is supported by a comprehensive evidence base and understanding of likely changes in Merseyside over the next five years and beyond. Successful delivery will be founded on the continuation of the partnership working that has helped deliver a range of improvements over the past five years.

Figure 5 summarises our approach and anticipated outcomes.

Figure 5 Planning for Success

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

Strategy
Manage for growth in travel demand to ensure the efficient movement of people and goods.

Longer term strategy

- Create a well-connected region internally and to the wider world
- Improve public transport
- Ensure equality of travel opportunity as part of an inclusive community so that nobody is disadvantaged from accessing opportunities and services
- Manage demand To ensure an efficient network and protect health and the environment
- Promote better links between land use development and transport
- Provide a safe and secure travel environment
- Make best use of existing resources through sound maintenance and improvements that can increase efficiency and capacity
- Informed choices

5 year Plan objectives

- Provide appropriate infrastructure to improve the capacity and efficiency of the network and support the economic growth areas
- Provide access for all to provide better links to employment, education and health
- Manage demand to ensure that our roads do not become congested and affect the efficient movement of public transport and freight
- Protect/enhance the environment by taking positive measures to reduce the impacts of travel demand
- Support a healthier community by addressing air and noise problems caused by traffic and promote cycling and walking
- Make best use of our existing resources by ensuring an efficient maintenance regime
- Continuously inform the community of our progress and proposals and take account of changing requirements

Key targets over the next five years

- 5 rail stations upgraded
- 35% increase in people using Park and Ride
- 1% growth in bus usage over 5 years
- 7.8% increase in rail use over 5 years
- 1% per year increase in the numbers of our targeted communities with better access to health and education and jobs
- 90% of buses will arrive punctually
- Off peak journey times for HGV is not to exceed a third of overall traffic growth
- Traffic growth to city centre to be restricted to 7%
- Traffic growth across Merseyside to be restricted to 9%
- 55% reduction in KSIs (killed/seriously injured) for children
- 40% reduction in KSIs across all groups
- Reduction in air pollutants in the city centre
- 10% increase in cycling
- Footway and road conditions be measured via the Best Value regime

By 2011 we will provide

- A significant improvement to a number of key bus routes and the bus network will operate more efficiently. City centre stations will be upgraded with further opportunities to park and ride. Edge Lane/Hall Lane will provide improved city centre access. Rail access to Seaforth docks will be improved.
- A significant part of the transport network will be fully DDA compliant. There will be improvements to the availability of transport services to ensure access to work, health and education facilities.
- Despite rising demand for travel and increased car use, punctuality for buses will be improved. Freight movement will be assisted by management of traffic at key locations. Improvements to public transport will constrain car growth into the city centre.
- Despite rising traffic levels there will be improvements to air quality in the city centre. There will be a reduction in road traffic accidents particularly amongst children. Cycling and walking will have increased.
- Merseyside will be a model of best practice in terms of providing vfm and an efficient and environmentally robust maintenance regime. Key strategic routes for public transport and freight will be a priority.
- The community and stakeholders will be better informed of our progress and of choices regarding future demand and management of travel.

Chapter 1:
Vision and Objectives

LOCAL *TRANSPORT* PLAN
M E R S E Y S I D E

Introduction

1.1 Following the successful completion of our first LTP, we have developed a renewed long term strategy for transport on Merseyside based on a careful assessment of what is required to support the area's continuing social and economic regeneration and renaissance. Our vision is to develop:
"a fully integrated safe transport network for Merseyside, which supports economic and social regeneration and ensures good access for all, and which is operated to the highest standards to protect the environment and ensure quality of life".

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

1.3 Our longer-term strategy is based upon the need to *manage for growth* in demand for travel and ensure the efficient movement of people and goods.

1.4 It envisages:-
   (i)   Making best use of our existing assets to ensure continuing improvement to the capacity and efficiency of the transport network based on the best means of delivering the efficient movement of people and goods.
   (ii)   Continuously improving the links between transport and land use and locational choice in ways that support the efficient movement of people and goods.
   (iii)   Creating a well-connected region in terms of our links to neighbouring areas and beyond and within the Merseyside and wider city region. (This may involve consideration of wider joint planning for future LTPs).
   (iv)   Ensuring *equality of travel opportunity for all* by setting out in the Access Plan a programme of action to ensure all members of the community have equal access to opportunities and services.
   (v)   Improving and enhancing the single integrated public transport network to make it affordable and accessible to all, and enhancing capacity to support connectivity, and alternatives to private car use.
   (vi)   Managing demand for travel by ensuring that the transport network operates efficiently and minimises the impact on the environment, contributes to addressing climate change, and does not impact on people's health.
   (vii)   Creating a safe and secure travel environment by continuously reducing the level of accidents on the highway network and ensure personal security across all modes.
   (viii) Providing the community with 'informed choices' through continuous communication about travel options that are available and the need for change to be understood.

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

1.6   In seeking to deliver the agreed transport requirements for Merseyside, the LTP will:
- Be set firmly within the wider Liverpool City Region framework and support regional and national policies and priorities.
- Be realistic, deliverable and pragmatic in its planning and delivery, taking account of the availability of resources.
- Be sufficiently flexible to be able to take account of changing demands and circumstance; such as the availability of funding or changing political circumstances; and
- Be responsive to the needs of the Merseyside community at all times.

1.7   Besides our commitment to addressing the national shared priorities, for Merseyside, the aims of the LTP are to support:
- Merseyside's economic growth areas:
  > Liverpool City Centre.
  > Liverpool John Lennon Airport (LJLA).
  > The Mersey Ports.
  > Strategic Investment Areas (SIA's).
  > Capital of Culture and the continuing development of tourism.
- Safe and sustainable communities including support for the New Heartlands Housing Market Renewal Initiative (HMRI), and the Choosing Health Agenda.
- Ensuring Merseyside is a well connected area both internally and beyond, reflecting its role as a major international, national and regional gateway.

Committed to Delivery

1.8 Merseyside has been designated as a Centre of Excellence for Delivery, and the emphasis on delivery is a cornerstone of our proposals for the second LTP.

1.9 Over the next five years, Merseyside will experience a series of fundamental changes. The EU Objective 1 status of the region will come to an end, but the product of the programme will see a number of major projects being opened including Kings Waterfront, and a series of developments in the Strategic Investment Areas.

1.10 In addition, several private sector initiatives, within Liverpool City Centre, most notably the Paradise Street Development Area (PSDA) now known as Liverpool One will bring new challenges to be considered to address the greater volumes of city centre trips while also addressing the requirements of a designated World Heritage site, and the challenges of the Air Quality Management Areas.

1.11 Perhaps of most significance will be European Capital of Culture in 2008 (the mid-point of the second LTP period) when a range of events are forecast to draw 11 million visitors to the region. The potential long-term positive legacy of these visitors for the profile of the region and ongoing tourism-related growth beyond 2008 is considerable.

1.12 However, all of these changes will create greater pressures on the transport infrastructure, particularly in Liverpool City Centre. In order to address these challenges and the shared priorities there is a need for an integrated transport strategy that gives priority to sustainable modes of travel.

1.13 Our approach to developing this Plan is summarised by Figure 1.1.

1.14 Figure 1.2 shows how we have linked our five year Plan to the longer term strategy through an integrated approach to addressing the shared priorities and our priorities for Merseyside.

1.15 Figure 1.3 provides a summary of some of our key anticipated outcomes at the end of this LTP period.

Structure of the Plan

1.16 The structure of the Plan is set out below, detailing some of the key issues that we have addressed.

Figure 1.1: The development of the LTP

Figure 1.2: The Integrated Approach

VISION

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

Strategy

Manage for growth in travel demand to ensure the efficient movement of people and goods.

Longer term strategy

- Create a well - connected region internally and to the wider world
- Improve public transport
- Ensure equality of travel opportunity as part of an inclusive community so that nobody is disadvantaged from accessing opportunities and services
- Promote better links between land use development and transport
- Provide a safe and secure travel environment
- Make best use of existing resources through sound maintenance and improvements that can increase efficiency and capacity

- Informed choices

5 year Plan objectives

- Provide appropriate infrastructure to improve the capacity and efficiency of the network and support the economic growth areas
- Provide access for all to provide better links to employment, education and health
- Manage demand To ensure an efficient network and protect health and the environment
- Manage demand to ensure that our roads do not become congested and affect the efficient movement of public transport and freight
- Protect/enhance the environment by taking positive measures to reduce the impacts of travel demand
- Support a healthier community by addressing air and noise problems caused by traffic and promote cycling and walking
- Make best use of our existing resources by ensuring an efficient maintenance regime

- Continuously inform the community of our progress and proposals and take account of changing requirements

Supporting Programme

- Travelwise
- Communications
- SPD
- Travelsafe

Integrated Network

- Public Transport
- Freight
- Cycle/Walking
- Car
- Single Integrated Public Transport Network

Road User Hierarchy

VFM - Asset Management

- TAMP
- Maintainence: Street Lighting Bridges
- Network Management: UTC

- Access
- Quality of Life
- Road Safety
- Air Quality
- Congestion

- Performance Indicators
- Targets - Monitoring **The APR**

Delivery Framework

- Local Priorities
- Shared Priorities
- Capital Programme
- Performance Management & Review

Figure 1.3 Planning for Success

VISION

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

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- Create a well-connected region internally and to the wider world
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- Provide a safe and secure travel environment
- Make best use of existing resources through sound maintenance and improvements that can increase efficiency and capacity
- Informed choices

5 year Plan objectives

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- Provide access for all to provide better links to employment, education and health
- Manage demand to ensure that our roads do not become congested and affect the efficient movement of public transport and freight
- Protect/enhance the environment by taking positive measures to reduce the impacts of travel demand
- Support a healthier community by addressing air and noise problems caused by traffic and promote cycling and walking
- Make best use of our existing resources by ensuring an efficient maintenance regime
- Continuously inform the community of our progress and proposals and take account of changing requirements

Key targets over the next five years

- 5 rail stations upgraded
  35% increase in people using Park and Ride
  1% growth in bus usage over 5 years
  7.8% increase in rail use over 5 years
- 1% per year increase in the numbers of our targeted communities with better access to health and education and jobs
- 90% of buses will arrive punctually
  Off peak journey times for HGV is not to exceed a third of overall traffic growth
  Traffic growth to city centre to be restricted to 7%
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- 55% reduction in KSIs (killed/seriously injured) for children
  40% reduction in KSIs across all groups
  Reduction in air pollutants in the city centre
  10% increase in cycling
- Footway and road conditions be measured via the Best Value regime

By 2011 we will provide

- A significant improvement to a number of key bus routes and the bus network will operate more efficiently. City centre stations will be upgraded with further opportunities to park and ride. Edge Lane/Hall Lane will provide improved city centre access. Rail access to Seaforth docks will be improved.
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- Despite rising demand for travel and increased car use, punctuality for buses will be improved. Freight movement will be assisted by management of traffic at key locations. Improvements to public transport will constrain car growth into the city centre.
- Despite rising traffic levels there will be improvements to air quality in the city centre. There will be a reduction in road traffic accidents particularly amongst children. Cycling and walking will have increased.
- Merseyside will be a model of best practice in terms of providing vfm and an efficient and environmentally robust maintenance regime. Key strategic routes for public transport and freight will be a priority.
- The community and stakeholders will be better informed of our progress and of choices regarding future demand and management of travel.

Chapter 1: Vision and objectives

Vision, Strategy and Objectives

We have set out our Vision strategy and the objectives for this plan in Chapter 1.

Context and Evidence

In Chapters Two to Four, we set out the context for the Plan. We outline some of the headline indicators that illustrate the current position in Merseyside and the potential impacts of the changes that we anticipate. We set this within the context of the wider City Region and other agendas, and set out a longer-term strategy for transport investment. We also discuss how important other factors such as ports and airport policy are for Merseyside. In Chapter Three we also set out the detail of the Strategic Environmental Assessment (SEA) and Health Impact Assessment (HIA) and include our SEA statement.

Delivering the Programme

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

Delivery Framework

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

The Shared Priorities

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

Value for Money Capital Programme

In Chapter Twelve, we set out our commitment to ensuring that we derive maximum value for money from our existing assets, and ensure that they are well maintained and support the ambitions of the Plan. Chapter Thirteen sets out our proposed five year Capital Programme.

Performance Management and Review

Chapter Fourteen shows how our performance indicators and targets are designed to allow us to effectively monitor our delivery against local and national targets.

An Enhanced Programme

Finally, Chapter Fifteen sets out our assessment of how additional investment would allow us to address our vision and strategy in a more ambitious manner.

Vision and Objectives

We are setting clear objectives for this five year plan designed to help achieve our vision for transport in Merseyside, set within the framework of our longer term strategy which is designed to *'manage for growth'* in travel demand that we anticipate.

Our strategy is based upon the efficient movement of people and goods. Our proposals for our programme over the next five years will be based upon a clear understanding of the problems and opportunities we face and the best means of addressing them within the resources we have available.

Setting the Context

Chapter 2:
Setting the Context

Chapter 2

Introduction and Background

2.1 In this chapter we describe some of the changes that have occurred in Merseyside over the period of our first LTP, and set out some of the key challenges and opportunities that we will address in this second LTP. Some significant issues that currently face us include:-

- Progress in the re-development and regeneration of Liverpool City Centre.
- The growing role of the port.
- Continued expansion of Liverpool John Lennon Airport.
- European Capital of Culture in 2008, and Merseyside's continued success in attracting major sporting events, such as golfing in Hoylake in 2006 and Birkdale 2008.
- Despite progress, a continuing under performance of the Merseyside economy compared to North West and UK averages.
- Continuing concerns regarding social exclusion in parts of Merseyside.
- The ending of the European Objective One.
- A reduction in the level of Government funding for the delivery of the Local Transport Plan.
- A greater emphasis on Merseyside's contribution to the wider City Region, the North West and the North of England economy through the "Northern Way" initiative.

Headline Indicators

2.2 Merseyside has undergone great change over the lifetime of the first LTP programme from 2001 to 2006. This change, has been greater than anticipated and is accelerating at the present time. Current projections see this accelerating change lasting until 2010. **(Chapter 4 discusses this in greater detail)**.

2.3 Of particular note are continuing growth in passengers using Liverpool John Lennon Airport (LJLA), and increased freight traffic through the Mersey Ports, Figure 2.1 shows this. There has been significant development within the city centre and the award in 2003 of European Capital of Culture will be a significant milestone for 2008.

Figure 2-1: Total Port and Airport Traffic

	2001	**2003**	**2001**
Port of Liverpool (000's Tonnes)	30.3	31.7	32.5
John Lennon Airport (Millions Passengers)	2.3	3.2	4.4

2.4   However, although prospects for Merseyside look better than they have for a long time, the scale of the disparity in Gross Value Added Value (GVA) between Merseyside and comparator areas is shown by Figure 2.2. This illustrates that whilst GVA is rising in Merseyside, it is not rising quickly enough to significantly close the gap on comparator cities. This issue is an important one for Merseyside economic strategy, and for the approach adopted in this LTP.

Figure 2.2: GVA per Head Comparison
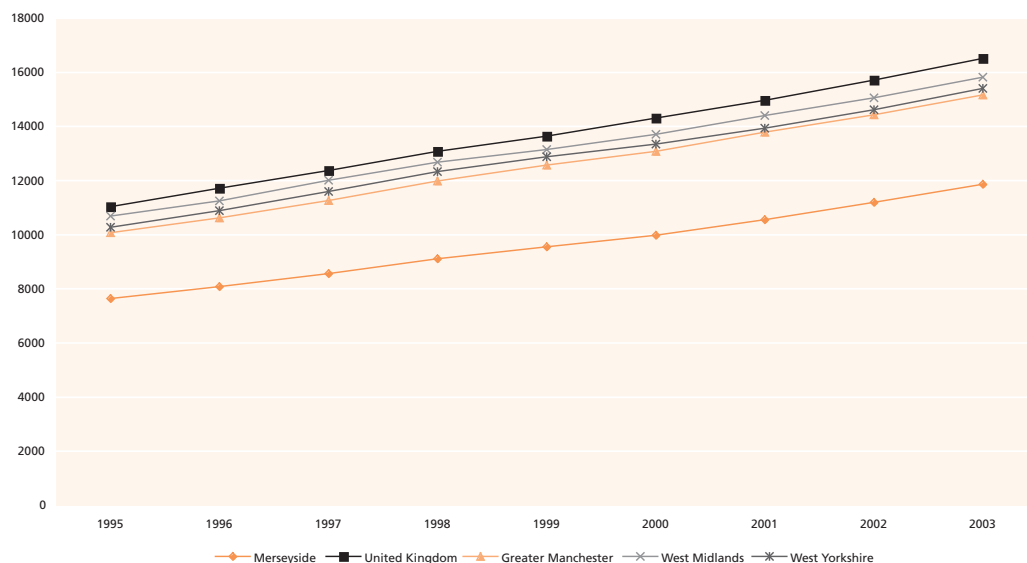
2.5   A full analysis of Merseyside's economic and demographic profile, together with transport data, is provided in **Appendix Eighteen – Setting the Context**.

2.6   Some headline indicators are provided below.

Population

2.7   After many years of decline, population appears to be stabilising. Figure 2.3 shows this. Of particular interest is the slight growth in Liverpool's population after decades of decline assisted by the large growth in city centre living.

Figure 2.3: Merseyside Population Change
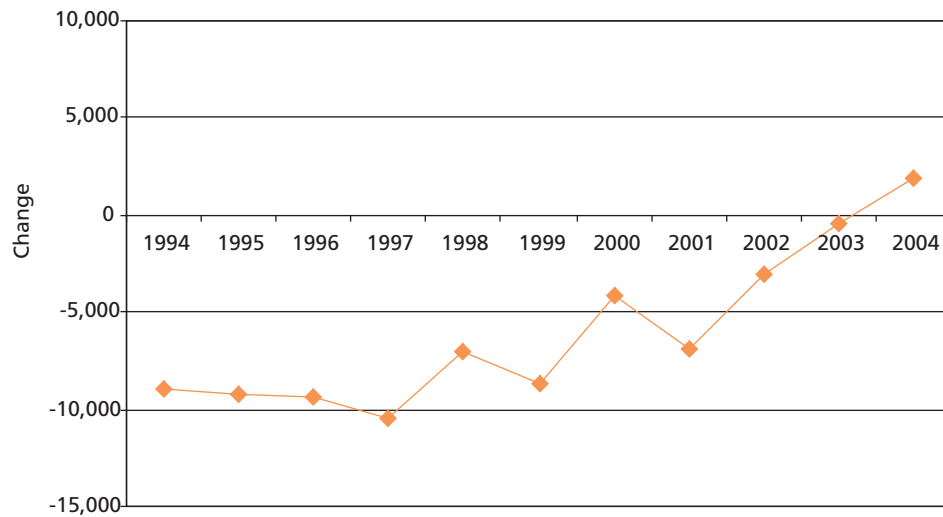
	Annual Data			Absolute Change		% Change	
	2002	**2003**	**2004**	**2003**	**2004**	**2003**	**2004**
Merseyside	1,483,300	1,482,800	1,484,700	-500	1900	-0.03	0.13

Economic Activity

2.8 Merseyside still has high levels of economic inactivity compared to other areas, and a particular problem with worklessness as Figure 2.4 shows.

Figure 2-4 shows current levels of employment on Merseyside

	Year					
	2001	2002	2003	2004	2005	2006
Employment	477.1	479.6	481.7	485.8	483.3	484.9
Working Population	516.8	516.3	515.8	516.9	514.6	517.1
Unemployment Rate	4.8	4.5	4.2	3.8	3.8	4.1

Deprivation and Disadvantage

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

Map 2-1: Indices of Multiple Deprivation 2004
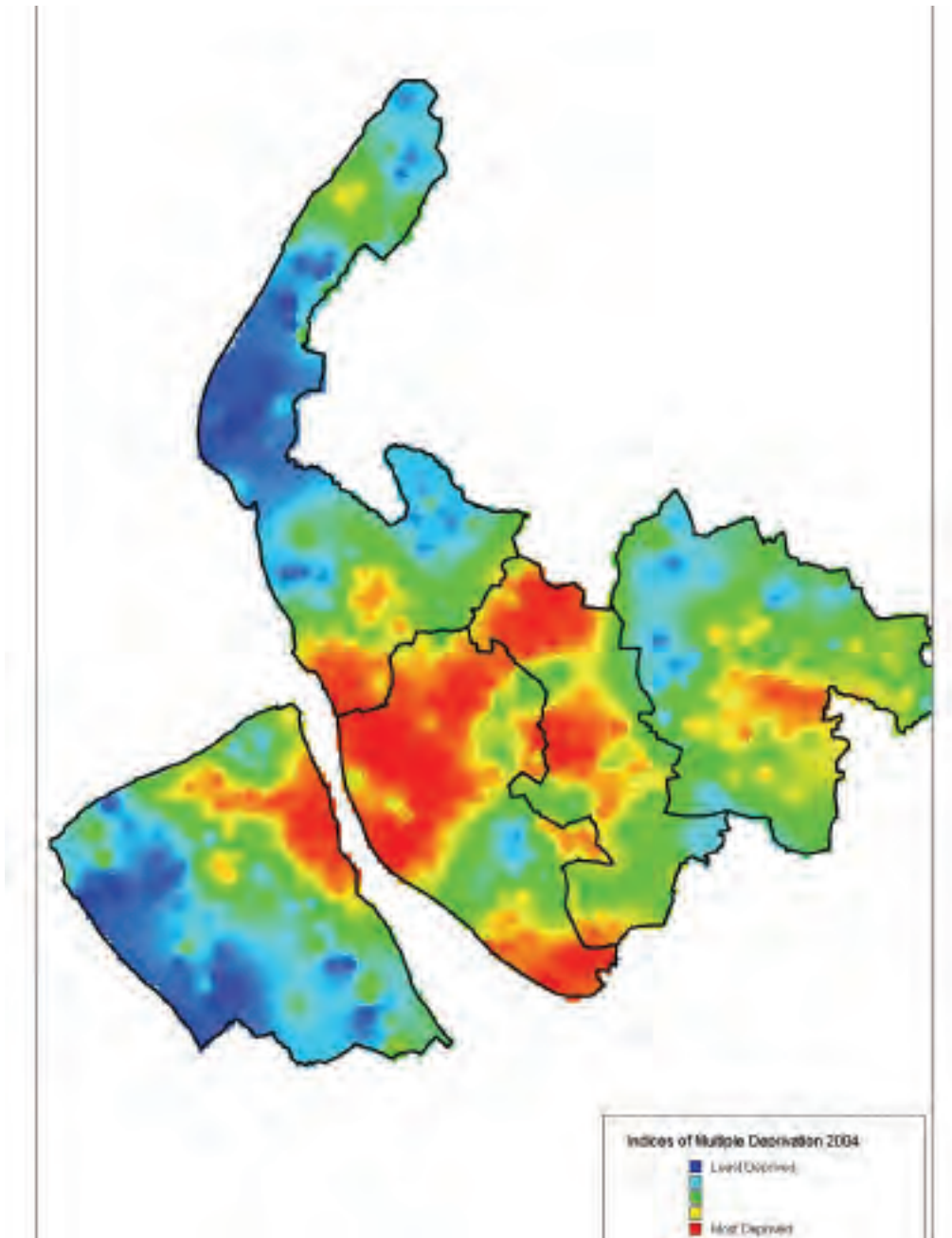
Indices of Multiple Deprivation 2004
Least Deprived
Most Deprived

Car Ownership

2.9   Figure 2-5 shows that Liverpool, along with Manchester, has the lowest car ownership in comparison to many other similar urban areas. In Liverpool 48% of households have no access to a car (Census 2001). Knowsley is also seen to have low car ownership (42% with no car). Sefton, St Helens and Wirral show higher levels of car ownership reflecting their more mixed economic composition.

Figure 2.5: Comparrison of car ownership across areas.

Households with no cars or vans   Households with one car or van   Households with two or more cars or vans
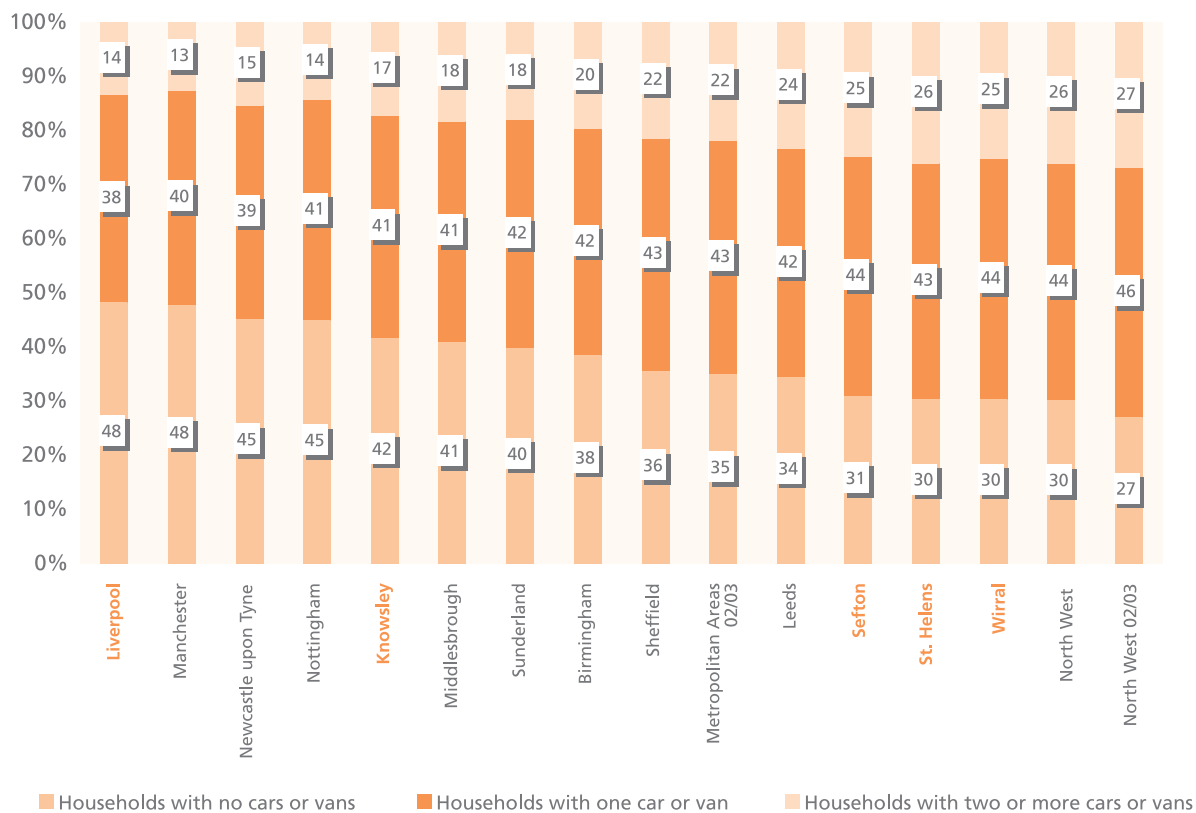
2.10 Headline results of the Merseyside Household survey allow some early comparison in changes in car ownership between 2001 and 2005. It can be noted from figure 2.6 that car ownership continues to rise with a consequent drop in non car owning households but also increases in the numbers of households with two or more cars.

Figure 2.6: Trends in car ownership

No of Cars in Household

2001   2006
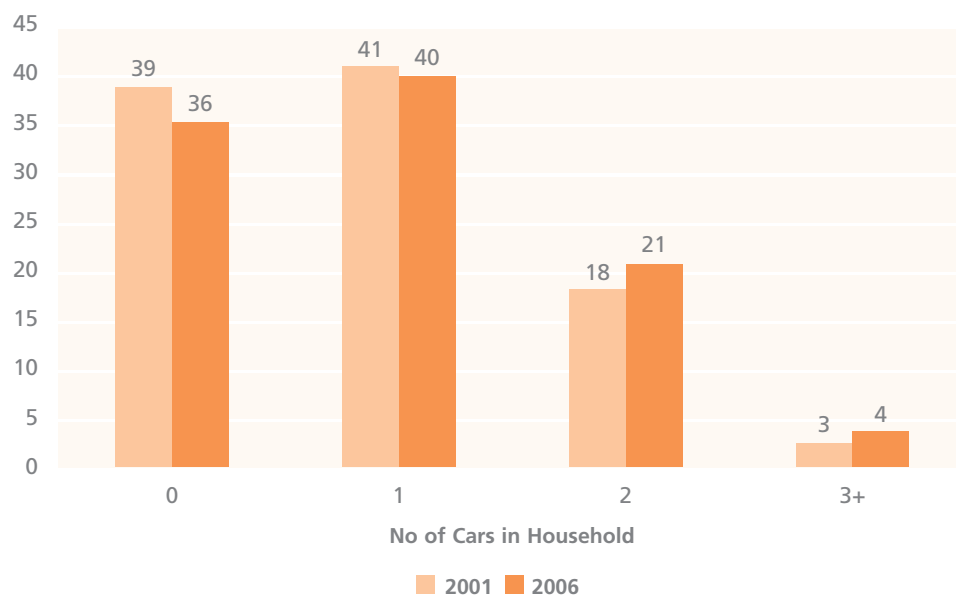
2.11 Figure 2.7 from the 2005 Countywide survey shows rises in both car driver and car passenger trips and an increase in rail use whilst bus use and walking declined. The headline results indicate that these patterns are shown across all journey purposes.

Figure 2.7: Trends in Travel by Mode

No of Cars in Household

2001 2006

Journey To Work – The Regional Connections

2.12 Map 2-2 illustrates in diagrammatic form, travel to work patterns for the Merseyside area.

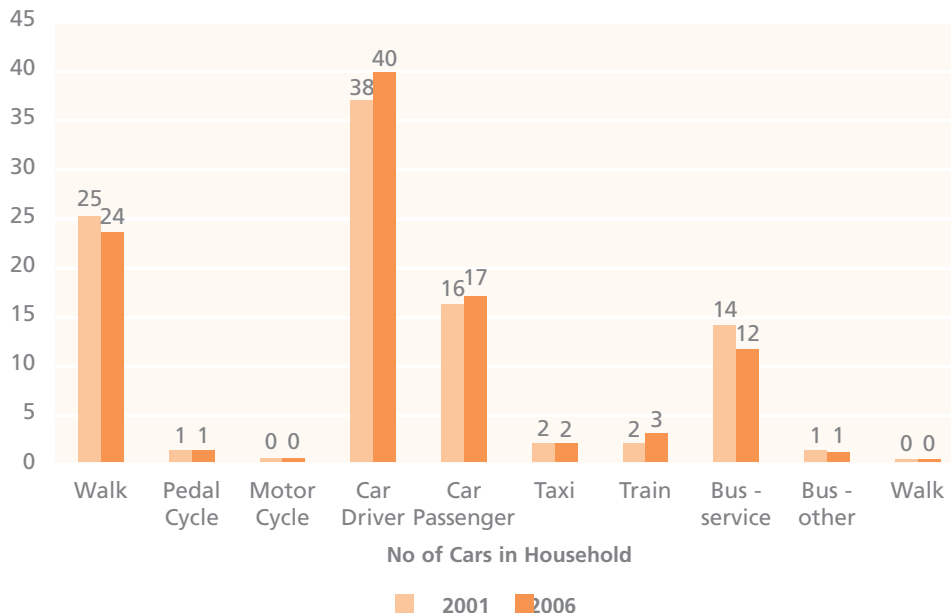2.13 Liverpool is the economic centre with a population of 442,000 and 217,000 jobs. It attracts 70,000 workers from the rest of Merseyside and some 17,000 from outside the wider surrounding economic area – across almost all of the key occupational groups. With 87,000 workers in-commuting to the city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

2.14 Travel to work data shows that at least 50% of the Local Authority District (LAD) residents in each occupational group in Merseyside live and work in the same LAD area. In other words, a large proportion of people choose either to work relatively close to their place of residence or to live close to their place of work. There is, on the other hand, some variability across occupational groups.
  • Individuals working in non professional occupations are more likely to work inside their LAD of residence;
  • Higher order occupations are more likely to work within Merseyside but beyond the residence area boundary and more likely to work outside Merseyside.

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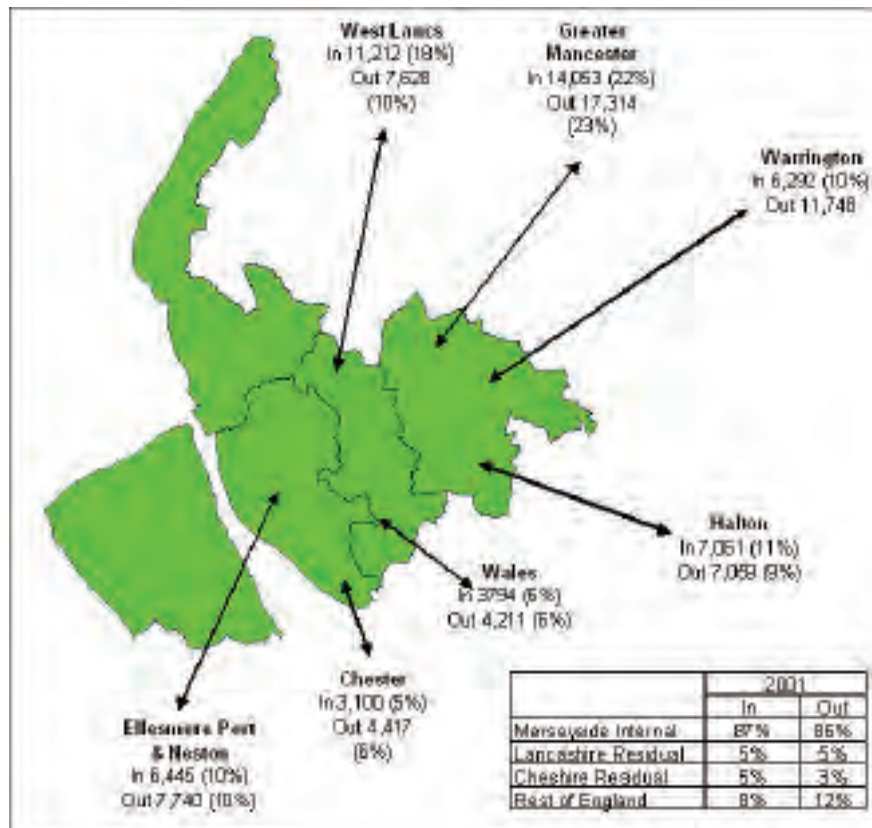
Public Transport

2.15 Figure 2-8 demonstrates that Merseyside is broadly in line with the other metropolitan areas. Bus and walking are similar to or above modal share in other areas. The higher levels of patronage on Merseyrail (and Tyne and Wear) can be noted.

Figure 2.8 Travel to Work Comparison with other Metropolitan Areas
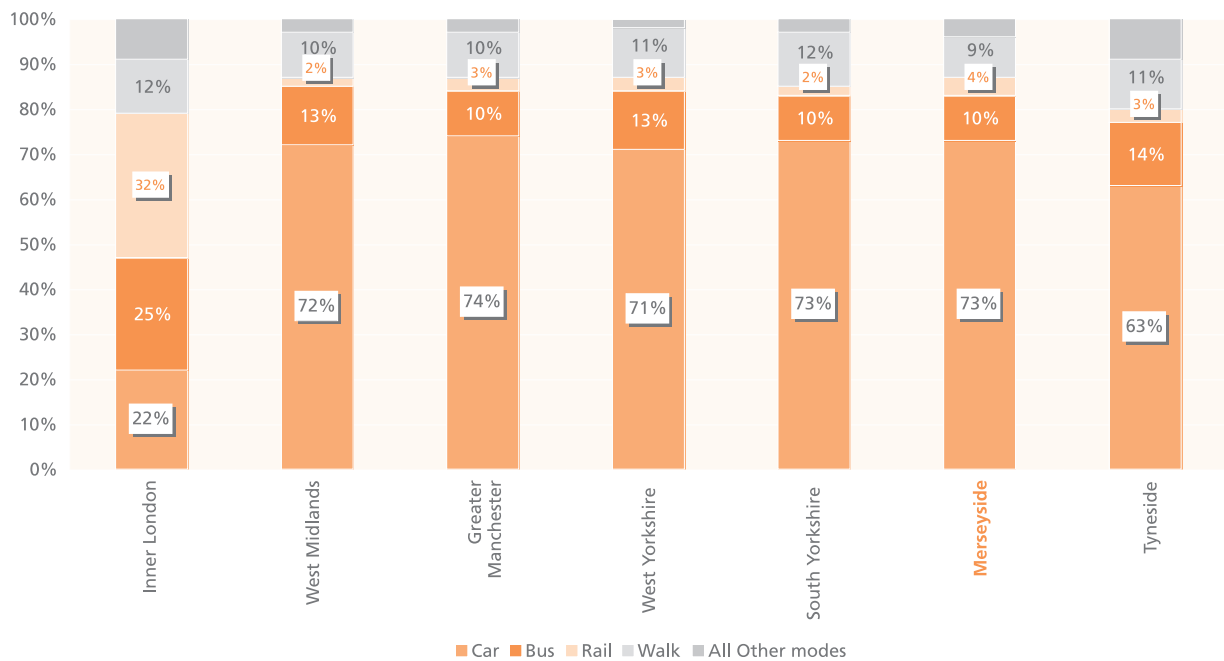
Patronage

2.16 Notwithstanding these comparisons, Figure 2-9 illustrates the continuing decline in bus usage in Merseyside. This contrasts with increases in rail patronage **(These issues are discussed further in Chapter 6)**.

Figure 2-9: Bus and Rail Patronage 2001/2005
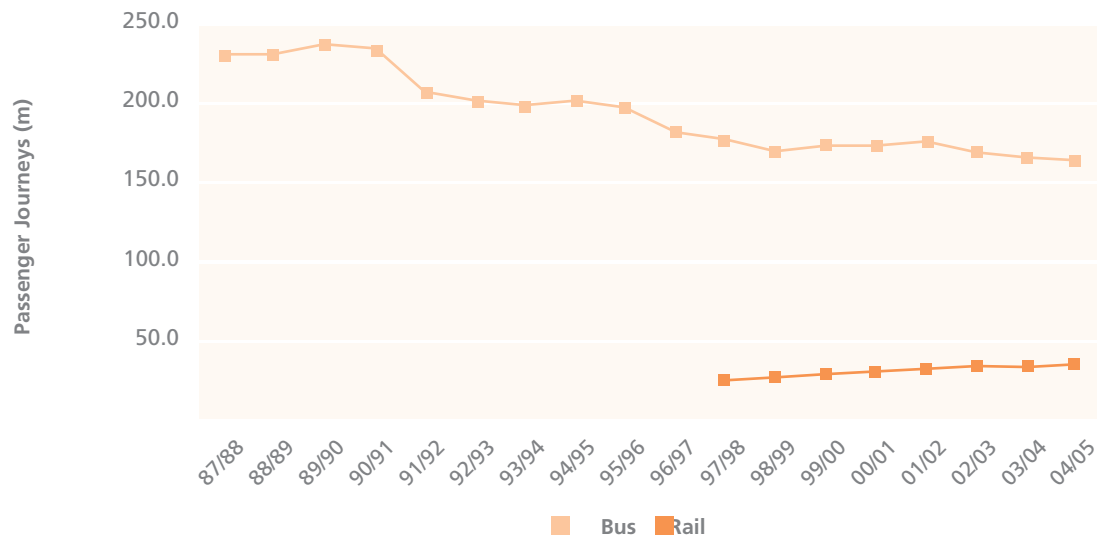
2.17 The last five years have continued the trend of rising public transport fares, particularly for buses, and reducing motoring costs, compared to the Retail Price Index (RPI). Figure 2.10 illustrates these trends and shows the decline in public transport use compared to increasing car use.

Figure 2.10 Trends in Travel compared to cost – by mode
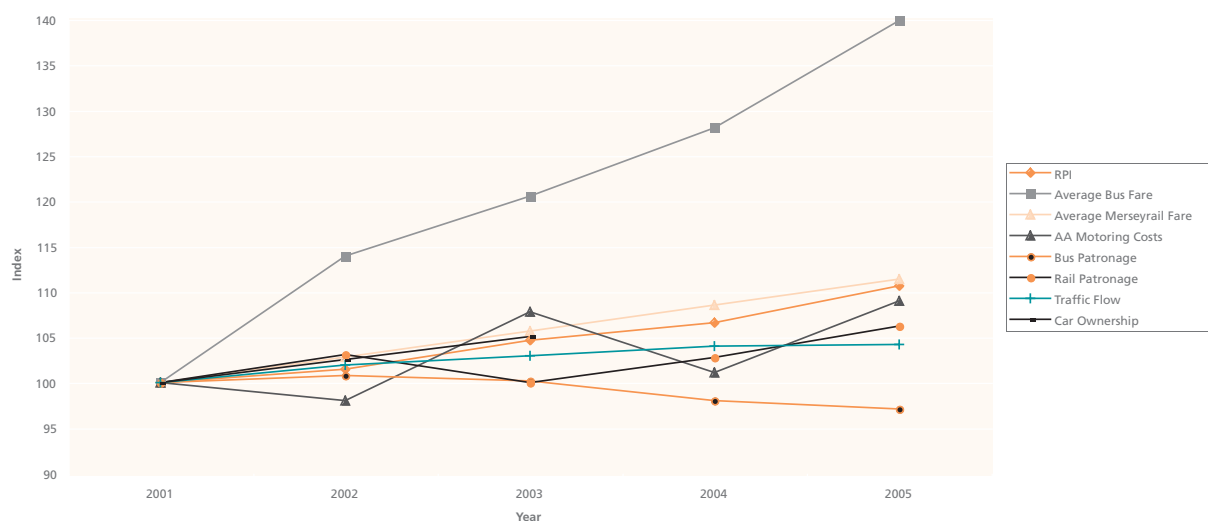
Chapter 2

Building on Success

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

2.19 It is not yet clear what level of further European funding will be available or its availability for transport projects. If this is restricted, this may pose a constraint on our ability to deliver some of our proposals.

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

2.21 This has enabled us to achieve much over the past 5 years. These achievements include:
   • Transport and Works Act Order Approval for Line 1 of Merseytram.
   • The local franchising arrangements for Merseyrail, leading to rising patronage based on complete refurbishment of the rolling stock and a comprehensive station upgrade programme.
   • The construction of a major transport hub at Liverpool South Parkway.
   • The creation of 5000 additional Park and Ride spaces.
   • The introduction and expansion of the Joblink bus service providing improved access to jobs and training.
   • Major investment and renewal via the City Centre Movement Strategy to support the renaissance of Liverpool City Centre.
   • Reducing the numbers of children killed or seriously injured as a result of road accidents.
   • Marine Bridge in Southport.
   • Significant bus improvements in key centres such as St Helens, Birkenhead and Huyton, and on a number of key corridors.
   • The expansion of TravelWise and the delivery of smart choices in schools and workplaces.
   • New arrangements for placing the Mersey Tunnels on a sound financial footing, and addressing safety improvements Merseytravel is able to apply toll income to assist in achieving our policies relating to public transport within the Local Transport Plan, provided that sufficient tolls remain within the Repairs and Renewals fund to ensure the safe, efficient and economic management of the operation and maintenance of the Tunnels; and
   • Refurbishment of the Mersey Ferries, including the opening of the Spaceport facility at Seacombe Landing Stage.

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

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

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

2.23 The corridor and centres approach adapted for the first LTP has enabled good progress to be made in many areas. The second LTP however, is tailored, so that it is more targeted and directly helps to manage growth, support regeneration, improve accessibility and support sustainable communities as well as making best use of existing assets. This will be based on the agreed road hierarchy and a strong commitment to public transport and sustainable modes. (**This is described more fully in Chapter 6**).

A Critical Review

2.24 An independent critical review was undertaken of the objectives, programmes and targets contained within the first LTP to assess whether they remained suitable to address the opportunities and challenges facing Merseyside over the next five years and beyond.

2.25 The assessment included discussion with key stakeholders concerned with Merseyside's economic regeneration. The outcomes are described more fully in **chapter 3**.

2.26 Notwithstanding the pace of change in Merseyside's economy, the strategy and policies contained within the first LTP were found to be to be robust and to remain relevant, as the basis of developing this second Plan. This LTP therefore illustrates strong continuity of policy adapted where necessary for changing circumstances.
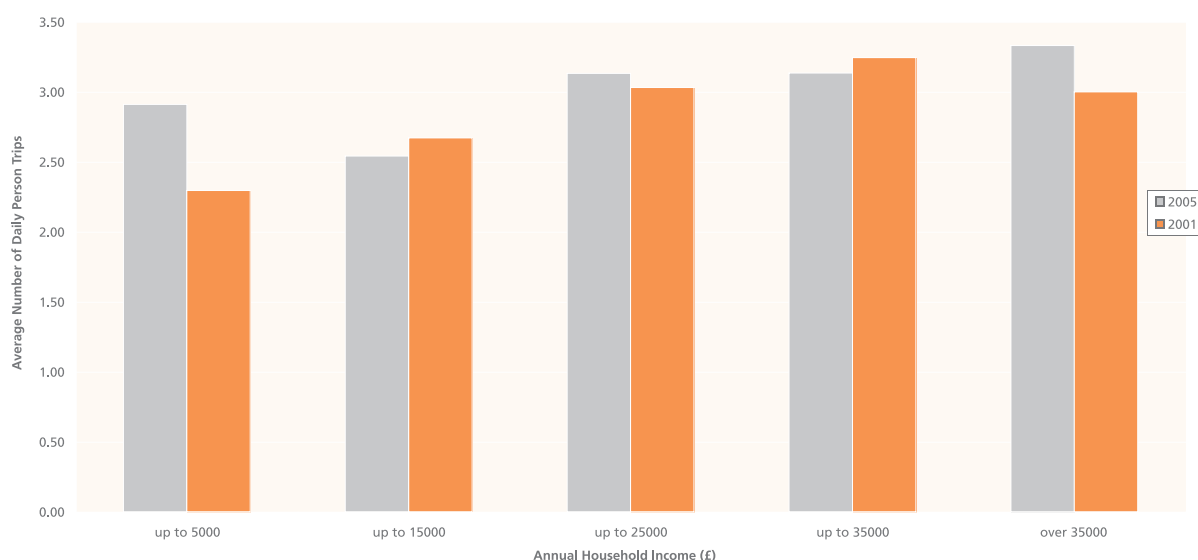
Chapter 2

Challenges and Opportunities

2.27 It is important to consider the Merseyside context within which this LTP is set.

2.28 During the second half of the twentieth century, Merseyside suffered from a decline in a series of manufacturing and port-related activities. This led to a weakening local economy and out-migration of population. Although various indicators show that these trends have been reversed, there remain a number of deep-rooted socio-economic problems that will influence the regeneration initiatives within the Merseyside region. Following years of decline, the population of Merseyside, relative to other UK regions is, overall, more low skilled and, contains higher levels of worklessness. There are also as a consequence, particular problems with health and education levels within our most disadvantaged communities. These factors have a clear impact on the demand for transport, but also the policy framework within which transport provision is currently set in Meseyside.

2.29 The economic trajectory shown on Figure 2.2 shows the extent of the gap with elsewhere that remains to be closed. **The need for sustained economic growth bringing with it improved prosperity and employment opportunities, and in the longer term as a consequence, improved health and education, remains the single most important consideration in Merseyside.**

2.30 It is acknowledged that our major economic drivers, such as the City Centre, John Lennon Airport and the Mersey Ports will require specific packages of measures to manage demand and traffic growth. There is an expectation that there will be a significant rise in demand for travel as a result of this increasing economic recovery. The local consensus however is that the problems caused by congestion, as a result of increasing traffic, seen elsewhere is not yet a problem for Merseyside. More particularly, there is a real concern that any measures such as road user charging, at least in the short term, could harm the economic recovery of the area.

2.31 It is, however recognised that congestion will need to be addressed in the longer term and that the pace of change may shorten the timecales at which such a point is reached. This forms the basis of the proposal for TIF pump priming funding outlined in **Chapter 5**. In the meantime, there remains a range of measures available to the partners to ensure that Merseyside's transport network is run with maximum efficiency for the benefit of its varied users. These measures, include continuing investment in the Single Integrated Public Transport Network (bus, rail, tram, ferry), and a range of demand management measures including car parking policies, park & ride, improved transport information, bus priority measures and traffic management schemes including traffic calming, Home Zones and Red Routes. **(Chapters 6 and 7 describes our approach in greater detail)**.

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

2.33 We consider that managing increasing travel demand within a growing economy must be supported by better integration with land use planning and locational choice. Under changes to town and country planning legislation, the Regional Spatial Strategy now forms part of each local authority's development plan; each local authority must prepare a Local Development Framework (LDF) in conformity with the aims and objectives of the Regional Spatial Strategy, including policies to deliver key regional transport and land use planning priorities. This provides an opportunity for better integration of transport and planning at the local level, for example:
- Locating new development in accessible locations, or close to public transport, walking and cycling networks and by encouraging the development of sustainable transport networks
- Following a sustainable approach to new development, including better use of existing resources (e.g. brownfield sites), higher urban densities where appropriate and the promotion of mixed use development, to provide a more diverse range of facilities for local communities
- Reducing the environmental impacts of transport usage such as air quality, noise and visual intrusion.

2.34 Better policy integration will be achieved by ensuring that the aims and objectives of Local Development Frameworks on Merseyside are consistent with the strategic priorities of this plan. It is hoped that a transport Supplementary Planning Document (SPD) adopted by the Merseyside local authorities can be agreed early in the life of the second LTP and complement the spatial strategies set out in their Local Development Frameworks. **(This is described in Chapter 6)**.

2.35 The declaration of Liverpool as the European Capital of Culture in 2008 provides the challenge of ensuring a transport network capable of providing for the anticipated 11m visitors. It offers the opportunity for the year to be a springboard for sustained improvement to the transport system and a catalyst for public transport, walking and cycling. Providing sufficient resources for this opportunity will be a challenge. **(This is described in Chapter 7)**.

2.36 Our longer term strategy makes it clear that we have to manage for this growth in order to ensure the efficient movement of people and goods. This implies a recognition that wherever possible, through good planning for example, we should attempt to reduce the need to travel.

2.37 We are also, however, concerned to ensure that all members of the community have equality of travel opportunity to access jobs and training, education and health facilities. Despite growing employment and increasing prosperity there are too many areas of Merseyside with particularly deep rooted deprivation and associated worklessness. Our analysis shown in Figure 2.11 shows that levels of trip making are closely allied with levels of income. Excluding those on the lowest incomes, who are likely to be students, it can be noted that for the next lowest income band there have been reduced levels of trip making since 2001, whilst those at the top level have significantly increased levels of travel. For some communities it is clear, therefore, that we have to increase the opportunity to travel. We welcome the opportunities to address these issues in the LTP and Access Plan. **(This is described in Chapter 9)**.

Figure 2.11 - Trip making by income

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

2.39 We recognise the problems to the quality of life, health and well being to the community that increasing traffic levels and congestion can bring. Particular measures will have to be taken to ensure that our most disadvantaged communities are not further affected by the transport impacts of this economic growth. Many of these communities are most vulnerable to increases in traffic passing through their neighbourhoods, bringing with it health concerns relating to road accidents, air quality and noise.

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

2.41 Our most disadvantaged communities are therefore at risk of suffering the worst impacts of economic growth and increased demand for travel without being able to enjoy the benefits. Map 2-3 shows an example of transport impacts on disadvantaged communities.

2.42 **We are committed within this Plan to *'equality of travel opportunity'* and to manage and mitigate issues that affect our most disadvantaged communities.**

2.43 Finally, the prospects for Merseyside and the development of appropriate transport policy interventions through the Local Transport Plan have to be made within a wider context. The longer-term prospects for national/international energy policy and the long-term price and availability of oil, together with rising gas prices and the continuing research and development of alternative energy sources will all have a long-term impact at a regional and local level (for example, rising fuel costs are feeding through to high local bus fares). These wider issues have to be factored into our policies and the importance of a sustainable package of investment measures is reflected in the content of this LTP.

2.44 At a similar scale, the long-term impacts of Climate Change have to be addressed through initiatives at a local level as set out in this Plan. The Government has highlighted valid concerns regarding increasing C02 levels together with other pollutants that affect our climate. At a local level, these issues are recognised through the declaration of Air Quality Management Areas.

Map 2-3: Air quality and road safety problem areas affecting disadvantaged communities
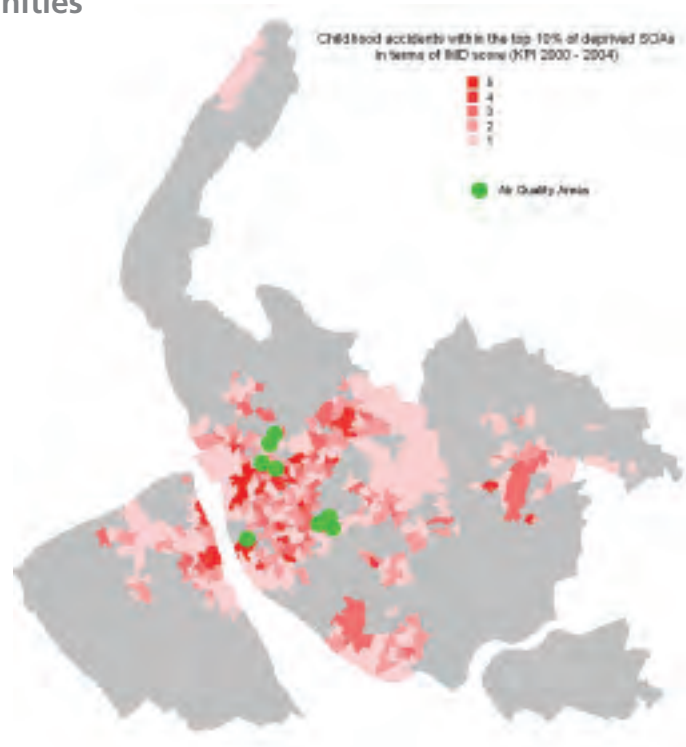
2.45 This LTP therefore seeks to strike a balanced approach based upon the strategy of 'managing for growth'. We believe that we have a window of opportunity in the short term to strike that balance for the future well being of Merseyside.

Realism and Constraints

2.46 In seeking to maintain the ideal balance, it is clear that there will be a number of sometimes conflicting pressures on the outcome of the final LTP.

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

2.48 It is also hoped that better links between planning and locational choice and transport in areas such as housing development and health facilities will arise from the revised spatial strategies set out in paragraph 2.33. At the present time decisions on investment and development are still largely taken without due regard to transport impacts. The future location of the Royal Liverpool Hospital currently based in the City Centre, and therefore easily accessible to some of the unhealthiest communities in the UK has considered moving to less accessible sites, because of a range of other influences that do not apparently yet recognise the potentially large cost in transport terms of any re-location.

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

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

2.51 The Merseyside Bus Strategy, (MBS) will set out a programme of infrastructure and highway improvements to aid bus operation, in support of the policies laid out in the Strategy. However, the LTP partners have only limited influence over issues such as bus quality, accessibility and the age of the fleet. The Merseyside Bus Strategy advocates a step change in the commitment of the partners - Merseytravel, the local authorities, bus operators and enforcement agencies - to deliver a more efficient and cost effective bus network that "puts the passenger first". The limitations of the current deregulated system do need to be highlighted as constraints however, and additional powers in the form of Statutory Quality Partnership or Quality Contracts may be required to deliver the aims of the Bus Strategy.

2.52 The contribution of the Rail Strategy to the aims of the LTP are also critical, with additional capacity required to build on the successes of the re-franchised Merseyrail Electrics operation, and to address congestion on the City Line and Northern Services to/from Lime Street. Complementary to rail improvements, is the need to add to the success of the expanded Park & Ride facilities delivered during the first LTP period.

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

2.54 Figure 2.12 the range of external influences that we must take account of in developing our strategy.

2.55 Consideration of the financial and planning constraints on the LTP has led to the conclusion that the key targets for the second LTP should be those set out in Figure 2.13. We have shaped the capital investment programme by focussing on those areas where the investment can have the greatest impact and influence on the balanced transport network. (**This is discussed in Chapter 5**).

Figure 2.12 Summary of External Influences on the LTP.
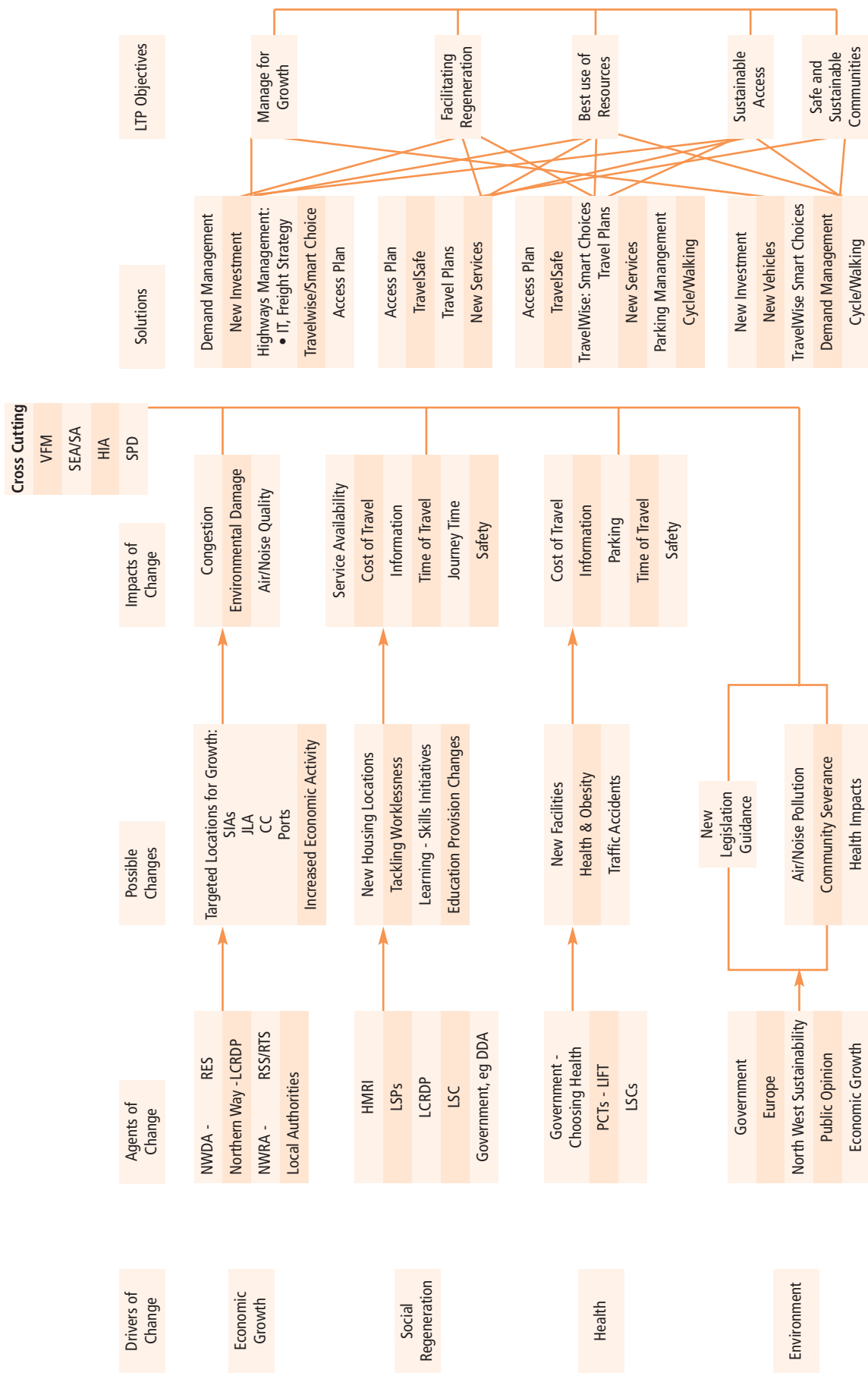
Figure 2.13 Key Merseyside Targets

Accessibility – to jobs and opportunities

• Access to jobs
• Access to education

Road Safety

• Reducing the levels of Total KSI
• Reducing the levels of Child KSI

Reducing Air Pollutants

• Concentration within AQMAs

Managing Traffic Growth

• Person Delay Indicator
• Traffic levels to Liverpool City Centre
• Mode share to school
• Mode share indicators
• % New developments with SPD

Chapter 2

Setting The Context - Summary

• The pace of change in Merseyside is quicker than anticipated and has created some exciting opportunities and challenges, which have to be matched with the national priorities.

• In terms of population and employment growth, prospects for Merseyside are better than they have been for a long time and look set to be sustained.

• The redevelopment of the City Centre and the Mersey Ports and Liverpool John Lennon Airport enjoying sustained growth will bring challenges in providing supporting transport investment.

• There remain, however, deep seated problems of disadvantage in clearly defined areas. Transport also is a priority for these areas.

• Transport trends for Merseyside mirror other areas in the rise in car ownership and usage and long term decline in the use of sustainable modes.

• However, Merseyside still has lower than average levels of car ownership, higher levels of bus use and rising local rail patronage. This provides a good platform for the next LTP period.

• Good progress has been made over the lifetime of the first LTP across all programme areas. There are however some significant areas where renewed effort is now needed.

• Notwithstanding this, the overall strategy and policies contained within the first LTP remain robust. There is a strong element of continuity into this second LTP.

• There are competing and conflicting demands on transport development. Within the context of the LTP, it has to be recognised that we have limited control and resources.

Setting the context

We have examined the key trends and the particular circumstances and important issues for Merseyside. We have some important issues to address but the constraints to our proposals have also been recognised. These have to be acknowledge in setting out our strategy.

Shaping the strategy

Chapter 3:
Shaping the Strategy

3.1 In this chapter, we describe how we have shaped our strategy based on a clear understanding of the wider context within which we must place our transport proposals, and of demands and aspirations of the wider Merseyside community. We must also take account of our Strategic Environment Assessment (SEA) and Health Impact Assessment (HIA).

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

3.3 For clarity the following definitions are used in this LTP:
- Merseyside – the five local authorities of Liverpool, Wirral, Sefton, St Helens and Knowsley with Merseytravel.
- Greater Merseyside – as above but with Halton Borough Council who have their own LTP, but are part of the Merseyside sub regional partnership. 'Governance' of this arrangement is via Local Authorities working as part of the multi agency Sub Regional Partnerships (SRP) currently led by The Mersey Partnership (TMP).
- The Liverpool City Region – as above but including West Lancashire, Warrington, Chester, Ellesmere Port and Neston, Vale Royal and Flintshire. This region has produced a City Region Development Plan (CRDP) for input to the Northern Way.

3.4 Map 3-1 below illustrates this new geography.

Map 3-1: The Liverpool City Region

The Wider Agenda

3.5   Within the context of shaping transport provision to meet the needs of Merseyside, we need also to take account of three policy areas:

(i)   The national agenda set within the context of the 'Future for Transport' and addressed through the four shared priorities of Air Quality, Congestion, Accessibility and Road Safety.

(ii) The regional agenda driven by the Regional Economic Strategy (RES) drawn up by the North West Development Agency (NWDA), set within the framework of the Regional Spatial Strategy (RSS) and Regional Transport Strategy (RTS) drawn up by the North West Regional Assembly (NWRA).

(iii) The Liverpool City Region Development Plan (LCRDP), being driven by the NWDA as part of the Northern Way initiative. In addition there is an emerging debate led by the Office of the Deputy Prime Minister (ODPM) about the role of the 'Core Cities', in leading the emergence of a new form of City Region governance, this is led by Liverpool City Council.

3.6   We have also taken into account discussion on the role of transport in supporting increasing national and regional productivity. Within the sub region also there are local priorities around health, education, housing and employment to be taken into account, together with the plans and proposals for key economic drivers such as Liverpool John Lennon Airport and Mersey Ports.

Critical Review of the First LTP

3.7   In setting out our proposals for this second LTP, it was important to learn from the strengths and weaknesses of our first LTP, which covered the period from 2001 to 2006. At the start of our planning process in Autumn 2004 independent consultants:

(i)   Examine the implications of the guidance issued for second LTPs.

(ii) Examine the wider agenda on Merseyside and assess emerging priorities across health, education and employment.

(iii) Examine the priorities for the continuing regeneration of Merseyside, including discussion with key stakeholders and decision makers.

(iv) Assess the strategy and objectives of the first LTP to determine whether they remained valid in the light of the changes outlined above; and

(v)   Assess the strengths and weaknesses and successes and failures of the first LTP in a way that could contribute to improving the second LTP.

3.8   Below we summarise their conclusions.

Fit for purpose

(i)   The vision and objectives of the first LTP, (LTP1) continue to provide a valid base for the long term strategy;

(ii) As a result of LTP1's effectiveness…and the work that has been done over the last five years, the Merseyside partners have become known as effective implementers of schemes.

(iii) Progress with rail, pedestrian schemes and TravelWise has been very good.

(iv) In the case of bus…there was widespread frustration that the partners were not able to influence...standards.

Priorities

(i)   The overall focus of the plan must still be facilitating sustainable development…, rather than traffic reduction as might be the case elsewhere.

(ii) It is critical therefore that the impact of this growth is ameliorated by providing high quality public transport (traffic)...as suggested by LTP1.

(iii) It must...have a demand management strategy. Integral to this will be policies towards land use, development, ...and behaviour change.

(iv) To meet the economic growth goal, (and promote social inclusion), promoting accessibility for all will also need to be central to the plan.

(v)   The increasing importance of the Port of Liverpool, (henceforth referred to as the Mersey Ports) and Liverpool John Lennon Airport (LJLA) means they may require access strategies in their own right.

(vi) The designation of Liverpool as European Capital of Culture means the LTP needs to consider visitor travel arrangements.

Regional Economic Strategy (RES)

3.9   The increasing importance of the productivity agenda means that the RES is a particularly important reference point for this Plan. The North West Regional RES will be adopted in Spring 2006. The RES identifies three major drivers of economic growth.

(i)   Improving productivity and growing the market:

(ii) Growing the size and capability of the workforce:

(iii) Providing conditions for sustainable growth including the right levels of transport infrastructure. In this regard the role of the RDA in informing DfT of priorities for funding via the Transport Innovation Fund (TIF) productivity strand are important, for some of Merseyside's aspirations – **see Chapter 5**.

3.10 The RES is also clear that it provides the context 'to a range of other policies' influencing for example housing, planning and transport policies via the Regional Housing Spatial and Transport Strategies.

3.11 In relation to transport with the Liverpool City Region the RES notes the following:

Key Assets and Opportunities	Key Challenges
Key gateway for trade and people into the North through the Ports of Liverpool and Liverpool John Lennon Airport	Delivery of major transport and infrastructure investment including the second Mersey crossing
Merseyrail network and inter-city rail and motorway connection	

3.12 Map 3.2 shows the strategic regional sites within greater Merseyside, together with the Merseyside Strategic Investment Areas (SIAs).

Map 3-2: The North West RES Key Sites

Key Diagram 1 Liverpool City Region

3.13 Within the framework of the key Drivers for Growth, for the Liverpool City Region, the RES sets out the following 'transformational' priorities.

Figure 3.1 The RES and LTP

Driver for Growth – Conditions for Sustainable Growth	Merseyside LTP Response
Improve and better manage the road and rail infrastructure	Clear proposals for our Transport Asset Management Plan (TAMP). Chapter 12.

Proposals for development of ITS with Highways Agency. Chapters 6 & 7. |
| Develop airport and ports | Support for Mersey Ports and LJLA including proposals with HA to improve access to the ports. See Chapter 3.

Support for Olive Mount Chord and the Halton Curve. See Chapter 5.

Support for Eastern Access Road to airport. See Chapter 15. |
Link areas of opportunity and need	Access plan sets out our strategy.
Improve road access to Liverpool City Centre	Support for Edge Lane/Hall Lane Gateway – Chapter 7 and Chapter 15..
Develop second Mersey crossing	Clear support see Chapter 5.
Reduce levels of congestion by increasing use of public transport and reducing peak traffic volumes	LTP strategy – Chapters 6 & 7 provide details.
Grow LJLA	See above.

RES	LTP
Grow the Port of Liverpool	See opposite
Develop more public transport for Liverpool	Merseytravel will review Merseytram, as a potential proposal for the longer term strategy. Merseyside Bus Strategy sets out clear strategy for bus travel. Merseyside Rail Strategy set out clear strategy for rail development – see Chapter 6.
Develop innovative transport solutions for people and jobs	MDA, Joblink Neighbourhood Travel Co-ordinators – see Chapter 9.
Deliver designated strategic regional sites	Clear objective to support targeted areas including SIAs and Regional sites. Support for Ditton and Parkside Freight Terminals – see chapter 5 and 6.
Set Housing Market Renewal within a strong economic context	Access Plan in Chapter 9 sets out clear working arrangements for assisting HMRI.
Support Capital of Culture	Clear objective to support Capital of Culture. City Centre Movement Strategy sets out infrastructure proposals – see chapter 7.

Regional Spatial and Regional Transport Strategies

3.14 To support these changes, the Regional Spatial Strategy (RSS) and the supporting Regional Transport Strategy (RTS) is due for adoption in September 2007. The second Regional Housing Strategy (RHS) (2005) has recently been published.

3.15 The draft Regional Spatial Strategy for the North West (RSS) incorporating the Regional Transport Strategy (RTS) was produced in January 2006, and provides a framework for the physical development of the region over the next fifteen to twenty years, setting priorities for dealing with issues such as transport, housing, infrastructure, economic development and the natural environment. It is part of the statutory development plan for every local authority in the North West. The other important strategies at the regional level which influence the LTP are the Draft Regional Housing Strategy and Regional Economic Strategy, both were updated in 2005. The transport priorities set out in the RSS relevant to the Liverpool City Region are:

  • Support economic growth and business competitiveness through a range of measures to tackle congestion and maintain the strategic national regional function of the region's principal north-south and east –west transport corridors
  • Support regeneration and reduce social inclusion through the development of effective, integrated transport networks, within, to and between the North West's city regions and others in the North of England
  • Underpin the gateway functions of the region's main airports and ports through improved surface access
  • Improve the public realm in the North West's regional centres, regional towns and cities and key tourist destinations through the introduction of an integrated range of measures to manage travel demand and encourage a shift from the car to more sustainable modes of transport
  • Reduce the wider environmental, social, health and quality of life impacts of road transport and infrastructure through the development of a structured framework for managing and improving the region's highway network
  • Contribute to the aims and objectives of the Regional Freight Strategy and in particular, facilitate opportunities for increasing the movement of freight by rail and on water

3.16 Figure 3.2 on the following page demonstrates the fit between this Plan and the transport strategy.

3.17 A full set of linkages between our LTP objectives and the various regional strategies is provided in Figure 3.3.

Figure 3.2 Meeting the RTS Priorities

Draft RTS Objectives January 2006	Merseyside LTP Response
Support economic growth and business competitiveness by ensuring that the Region's principal North-South and East-West transport corridors maintain their strategic function through the introduction of a range of measures to improve journey time reliability.	Support for Manchester Rail Hub (Chapter 5) Liverpool South Parkway enhances regional links. Priority for City Line development. See Chapter 6,
Support regeneration and reduce social exclusion in the Manchester, Liverpool and Central Lancashire City Regions (including Blackpool and East Lancashire) through the development of effective, integrated public transport networks within, to and between City Regions.	Strategy built on continuing development of the Integrated Transport Network, supported by the Access Plan to ensure equality of travel opportunity. See Chapter 6 & 9.
Support the gateway functions of the Region's main airports (Manchester, Liverpool John Lennon and Blackpool) and ports (Liverpool, Manchester and Heysham) through improved surface access, in particular, the pan-regional roles of Manchester Airport as the North of England's key international air gateway and the Port of Liverpool as the UK's key Atlantic seaport.	Clear support for Merseysides economic drivers including LJLA and the Mersey Ports
Underpin spatial planning policies which aim to reduce the need to travel, in particular, by car, through the introduction of an integrated range of measures to manage travel demand and encourage a shift to more sustainable modes of transport	Strategy of LTP to manage growth. Heavy emphasis on role of smarter choices promoted through the Travelwise programme. Merseyside SPD central to our ambitions. See Chapter 6.

Draft RTS Objectives January 2006	Merseyside LTP Response
Reduce the wider environmental, social, health and quality of life impacts of road transport and infrastructure through the development of a structured approach to managing and improving the Region's highway network, with traffic encouraged to use the most appropriate routes wherever possible.	We have developed a road user hierarchy which underpins our Network Management Duty through an integrated corridor management programme. This provides the framework for proposals on developing ITS. See Chapters 6 and 7.
Support regeneration, reduce social exclusion and encourage sustainable tourism through enhanced accessibility by developing integrated public transport networks based on hubs at key service centres, completed by a network of regional walking and cycling routes.	Special attention will be paid to the City Centre for Capital of Culture. First LTP saw considerable development at major centres. Being continued via proposals for LJLA, Liverpool South Parkway and Kirkby as examples. See Chapter 6.
Assist the development and maintenance of an integrated, efficient and sustainable freight transport system by contributing towards the aims and objectives of the Regional Freight Strategy and in particular, facilitating opportunities for increasing the movement of freight by rail and on water.	LTP provides explicit support for the development of Mersey Ports and the Mersey Maritime Strategy and LJLA Airport Masterplan, including support for a TIF based productivity proposal to support future development. Merseyside Freight operators group provides focus for the freight strategy. See Chapters 6 and 7.

Figure 3.3 Links Between Regional Strategies and the LTP ObjectivesRegional Spatial Strategy for the North West (RSS 13) 2003

Vision
'To promote sustainable patterns of spatial development and physical change'.

RSS Objectives	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environment	Protects and enhances the environment / Make best use of existing resources and strive to ensure value for money at all times
To achieve greater economic competitiveness and growth, with associated social progress	✓✓	✓✓	✓✓	✓✓	✓	✓✓
To secure an urban renaissance in the cities and towns of the North West	✓✓	✓✓	✓✓	✓✓	✓	✓✓
To ensure the sensitive and integrated development and management of the coastal zone, and secure the revival of coastal resort towns and other coastal settlements	✓	✓	✓	✓	✓✓	✓
To sustain and revive the Region's rural communities and the rural economy	✓✓	✓✓	✓✓	✓✓	✓✓	✓
To ensure active management of the Region's environmental and cultural assets	0	✓	0	✓✓	✓✓	0
To secure a better image for the Region and high environmental and design quality	✓	0	0	✓	✓✓	0
To create an accessible region, with an efficient and fully integrated transport system	✓✓	✓✓	✓✓	✓✓	✓	✓✓

RTS Priorities

RTS Priorities						
Enhancement of Trans-European Networks (TENs)	✓✓	0	0	✓	✓	✓✓
Effective multi-modal solutions to the conveyance of goods, people and services, especially at major hubs	✓✓	✓	✓✓	✓✓	✓✓	✓✓
Effectively planned and significantly more efficient transport interchanges	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Attractive gateways and transport corridors	✓✓	✓	✓	0	✓✓	✓
Scope for effective use of new technology to enhance travel	✓✓	✓✓	0	✓	✓	✓
High-quality public transport in urban and rural areas	✓✓	✓✓	✓✓	✓✓	✓✓	✓
A safe and pleasant environment complementary to the need to improve the Region's image and encourage more use of environmentally-friendly modes of transport (e.g. walking, cycling, and canals)	✓	✓✓	✓✓	✓✓	✓✓	✓

Draft RTS Objectives January 2006 \ LTP2 Objectives	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environment	Make best use of existing resources and strive to ensure value for money at all times
Support economic growth and business competitiveness by ensuring that the Region's principal North-South and East-West transport corridors maintain their strategic function through the introduction of a range of measures to improve journey time reliability.	✓✓	✓✓	✓✓	0	0	✓✓
Support regeneration and reduce social exclusion in the Manchester, Liverpool and Central Lancashire City Regions (including Blackpool and East Lancashire) through the development of effective, integrated public transport networks within, to and between City Regions.	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Support the gateway functions of the Region's main airports (Manchester, Liverpool John Lennon and Blackpool) and ports (Liverpool, Manchester and Heysham) through improved surface access, in particular, the pan-regional roles of Manchester Airport as the North of England's key international air gateway and the Port of Liverpool as the UK's key Atlantic seaport.	✓✓	✓✓	✓	0	0	0

Objective						
Underpin spatial planning policies which aim to reduce the need to travel, in particular, by car through the introduction of an integrated range of measures to manage travel demand and encourage a shift to more sustainable modes of transport.	✓✓	✓✓	✓✓	✓✓	✓✓	✓
Reduce the wider environmental, social, health and quality of life impacts of road transport and infrastructure through the development of a structured approach to managing and improving the Region's highway network, with traffic encouraged to use the most appropriate routes wherever possible.	✓✓	✓	✓✓	✓	✓	✓
Encourage economic development and maximise regeneration potential in the peripheral sub-regions of Furness and West Cumbria by securing the safe, reliable and effective operation of links to the Region's principal North-South transport corridor to enhance accessibility.	NA	NA	NA	NA	NA	NA
Support regeneration, reduce social exclusion and encourage sustainable tourism through enhanced accessibility by developing integrated public transport networks based on hubs at key service centres, completed by a network of regional walking and cycling routes.	✓✓	✓✓	✓	✓✓	✓✓	✓
Assist the development and maintenance of an integrated, efficient and sustainable freight transport system by contributing towards the aims and objectives of the Regional Freight Strategy and in particular, facilitating opportunities for increasing the movement of freight by rail and on water.	✓✓	✓✓	✓	✓✓	✓	0

Draft North West Regional Economic Strategy 2005

Vision

'A dynamic, sustainable international economy which competes on the basis of knowledge, advanced technology and a superb quality of life for all'.

To achieve the vision, the region needs to focus on:

- Developing out transport infrastructure to connect up the region internally and with the rest of the world, and using it more effectively;
- Appropriate land use – both in terms of brownfield land and new employment sites;
- Ensuring planning supports sustainable growth;
- Developing appropriate use and supply of energy; and
- Encouraging public and private investment.

Relevant Draft RES Objectives \ LTP2 Objectives	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environment	Make best use of existing resources and strive to ensure value for money at all times
Develop resource efficiency, sustainable procurement and corporate social responsibility	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Improve the health of (potential) workers and reduce the number of incapacity benefit claimants	✓✓	✓✓	0	✓✓	✓✓	0
Improve and better manage the road and rail infrastructure	✓✓	✓✓	✓✓	✓✓	✓	✓✓
Develop Airports and Ports	✓✓	✓	✓	0	0	✓
Link areas of opportunity and need	✓✓	✓✓	✓	✓✓	✓	✓✓
Deliver high quality employment sites & premises	✓✓	✓✓	✓✓	✓	✓✓	✓✓

Secure new uses for brownfield land	✓✓	✓✓	✓✓	0	✓✓
Reduce areas of housing market failure	✓✓	✓✓	✓	✓	✓✓
Ensure planning supports sustainable growth	✓✓	✓✓	✓✓	✓✓	✓✓
Develop appropriate energy policies & supplies	✓✓	0	✓✓	✓✓	✓✓
Encourage, and make better use of , public and private investment in the region	✓✓	✓✓	✓✓	✓✓	✓✓
Realise and nurture the natural and built heritage assets	✓✓	✓✓	✓	✓	✓
Develop the quality of the visitor experience	✓✓	✓✓	✓✓	✓✓	✓✓
Improve the physical environment	✓✓	0	✓✓	✓✓	✓✓
Support cleaner, safer, greener communities	✓✓	✓✓	✓✓	✓✓	✓✓

North West Regional Housing Strategy 2005

Vision

'A region working together to deliver a housing offer that will promote and sustain maximum economic growth within the region ensuring all residents can access a choice of good quality housing in successful, secure and sustainable communities'

RHS Objectives \ LTP2 Objectives	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environment	Make best use of existing resources and strive to ensure value for money at all times
Involves people and communities in planning their futures	0	✓	✓	✓	✓	0
Invests in sustainable neighbourhoods	✓✓	✓✓	✓✓	✓✓	✓✓	✓
Provides a range of high quality properties for sale and rent	0	0	0	0	0	0
Supports the development of mixed communities	✓	✓✓	✓	✓	✓✓	0
Rejuvenates our urban areas so they are the first choice for all kinds of households	✓✓	✓✓	✓✓	✓✓	✓✓	0
Promotes sustainable rural communities	✓	✓✓	✓	✓✓	✓✓	✓
Replaces obsolete housing in a planned and balanced way	0	0	0	0	0	0

Sub-Regional Strategies

The Liverpool City Region – Regional Spatial Strategy Policy Position Statement 2005

Vision

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

LCR – RSS Objectives \ LTP2 Objectives	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environment	Protects and enhances the environment / Make best use of existing resources and strive to ensure value for money at all times
Maximise the potential of Liverpool City Centre as a regional centre within the North West and core city within its City Region	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Recognise the polycentric nature of the Liverpool City Region and the role of centres outside Liverpool	✓✓	✓✓	✓✓	✓✓	✓✓	✓
Reduce sub-regional disparities in prosperity and quality of life	✓✓	✓✓	✓✓	✓✓	✓✓	✓
Promote environmental excellence, green infrastructure and good environmental management	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Connecting areas of economic opportunity to areas of greatest need, with a particular focus on those areas to the north of the city region in need of economic, social and physical restructuring and regeneration	✓✓	✓✓	✓	✓✓	✓✓	✓✓

The Liverpool City Region Development Programme - Transforming Our Economy 2005

Vision

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

LCRDP \ LTP2 Objectives	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environment	Protects and enhances the environment / Make best use of existing resources and strive to ensure value for money at all times
The city region as a premier destination centre with an exceptional critical mass of cultural, heritage, leisure and sports attractions	✓✓	✓	✓	✓✓	✓✓	0
A well connected city region – the sea and air gateway to the North West, connecting North America, Ireland and Northern Europe and serving international, national and regional markets, investors and visitors	✓✓	✓	✓	✓✓	✓✓	0
A creative and competitive city region, with a world class science, innovation and R&D base, a 21st century business environment, and employment and productivity levels on a par with the UK	✓✓	✓✓	✓✓	✓✓	✓	✓
A City Region of talented and able people	0	✓	✓	✓	✓✓	0
A city region of sustainable neighbourhoods and communities	✓✓	✓✓	✓✓	✓✓	✓✓	✓

The Merseyside Sub-Regional Action Plan (Draft) 2005

Vision

'By 2025, the Liverpool City Region will be a premier European City Region with an internationally competitive and sustainable economy and cultural offer, outstanding quality of life, and vibrant inclusive communities contributing to and sharing in sustainable wealth creation'.

Merseyside Sub-Regional Action Plan \ LTP2 Objectives	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environment	Protects and enhances the environment Make best use of existing resources and strive to ensure value for money at all times
A Premier Destination for visitors, investors, businesses and people, making the most of Liverpool European Capital of Culture 2008 to promote our critical mass of cultural, heritage and sporting assets including the Waterfront and revitalised commercial and retail core.	✓✓	✓✓	✓✓	✓✓	✓✓	✓
A Well Connected City Region – exploiting the sea and air gateways provided by the Ports of Liverpool and John Lennon Airport to serve more international trans-Atlantic and Pacific markets abut also up-dating essential transport infrastructure such as the Mersey Gateway to accelerate our economic growth.	✓✓	✓✓	✓✓	✓	✓	✓✓
A Creative and Competitive City Region – driving up wealth creation and productivity to make a greater contribution to UK plc and the North of England.	✓✓	✓✓	✓✓	✓	✓	✓✓

LTP2 Objectives Merseyside Sub-Regional Action Plan	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environ-ment	Protects and enhances the environment Make best use of existing resources and strive to ensure value for money at all times
A City Region of Talented and Able People – developing and retaining the skills of the workforce to serve the current and future needs of employers across the whole travel to work area and delivering full employment to build economically sustainable communities in the conurbation core.	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
A City Region of Sustainable Neighbourhoods and Communities	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓

Merseyside Housing Market Renewal Pathfinder – Hew Heartlands 2003

Vision

'Stabilise the NewHeartlands area with a diverse range of tenures, house values and household income groups. Every household will have access to a home of a high standard, in neighbourhoods with high quality physical environments which are provided with a range of employment opportunities and good quality health, education and other services'

LTP2 Objectives / New Heartlands	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environment	Protects and enhances the environment / Make best use of existing resources and strive to ensure value for money at all times
To create conditions for the revival of housing markets in the New Heartlands area	✓✓	✓✓	✓✓	✓✓	✓✓	✓
To create attractive and sustainable urban neighbourhoods through the delivery of a more balanced mix of housing, with values and types to meet the needs of the existing population and which help attract new residents	✓✓	✓✓	✓✓	✓✓	✓✓	✓
To build sustainable communities, ensure community cohesion and safeguard investment through the provision of quality public services and through the development of supporting infrastructure	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
To contribute to the competitiveness and prosperity of the wider Merseyside conurbation and the North West region.	✓✓	✓✓	✓✓	✓	✓✓	✓

Merseyside Housing Market Renewal Pathfinder – New Heartlands Scheme Update 2005

Vision

'Stabilise the NewHeartlands area with a diverse range of tenures, house values and household income groups. Every household will have access to a home of a high standard, in neighbourhoods with high quality physical environments which are provided with a range of employment opportunities and good quality health, education and other services'

LTP2 Objectives / New Heartlands	Provide the appropriate Infrastructure to support social and economic growth and regeneration	Provide access for all to ensure an inclusive community	Manage demand to provide an efficient transport network	Support a healthier community by ensuring transport actively improves health, does not impair quality of life, and ensures the safety and security for all users.	Protects and enhances the environment	Protects and enhances the environment Make best use of existing resources and strive to ensure value for money at all times
To create the conditions for private sector investment and effectively manage and change the New Heartlands housing market	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
To support the competitiveness and prosperity of the wider Merseyside conurbation and the North West region through the transformation of the local housing market	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
To develop a community based approach to achieve sustainable neighbourhoods and supporting people, 'Living through change'	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓

Chapter 3

Regional Funding Allocation

3.18 Taken together the RES, RSS and RTS, with the Regional Housing Strategy (RHS) have informed the framework for the regional decisions around the Regional Funding Allocation (RFA).

3.19 The Advice of the North West Region' was published in January 2006. The advice outlines the vision for the North West:

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

3.21 The RFA identifies three issues that are acting as major brakes on the region's ability to fulfil its economic and social development potential:
   (i)   Weakness in the housing market.
   (ii) The effectiveness of key transport infrastructure – the region needs to significantly improve the quality and provision of public transport and to make best use of the existing highway network to maintain connectivity both internally (within and between city regions and from peripheral sub regions to the principal north-south corridor), and with other regions, and to better link people with jobs and services. These are the key aims of the Regional Transport Strategy.
   (iii) Very high levels of worklessness as well as concentrations of low productivity and enterprise levels.

3.22 The impact of the RFA on our proposals for major investment is described in more detail in **Chapter 5 and 13**.

The Liverpool City Region

3.23 The Liverpool City Region Development Plan (LCRDP) was submitted to the Northern Way in July 2005. The vision for the Liverpool City Region (LCR) is:

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

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

(i) The Liverpool City Region Development Programme (LCRDP) – 'The Liverpool City Region – Transforming Our Economy' delivered to the NWDA in May 2005.

(ii) The developing Merseyside Sub-Regional Action Plan is the LCRDP investment plan and will be adopted in 2006.

(iii) For the RSS, the City Region has produced detailed City Region policies and advice to inform and influence the North West Regional Assembly (NWRA) development of the RSS, and Regional Transport Strategy (RTS). (see Figure 3.3 earlier).

3.25 The City Region RSS policy proposals support the realisation of the LCRDP and Merseyside Sub-Regional Action Plan. We have ensured that the LTP is aligned with the LCRDP and Sub-Regional Action Plan to enable the realisation of the programme and investment plan.

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

(i) 'The priorities for action must include the completion of the investment programme (in infrastructure), and 'securing the further expansion of the Ports of Liverpool and John Lennon Airport and related infrastructure'".

(ii) "The city region's expanding economy has the pre-conditions for full employment for all of its communities. There is then both the opportunity and the need to build on, and extend the principles of, the Mersey Dee Alliance's joint work to improve access to jobs in Ellesmere Port, Chester and North Wales for residents in Wirral and the rest of the city region'. On this basis the report states:

3.27 *'Transport and skills are the key ingredients of this menu to improve the workings of the city region's labour markets.'*

The Mersey Dee Alliance is discussed further in Chapter 9.

3.28 Following on from the LCRDP the Merseyside Action Plan is founded upon the delivery of six strategic priorities and associated transformational and underpinning activities. The six strategic priorities are:

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

3.29 Five of the strategic priorities have particular transport requirements:

(i) **Strategic Priority – 'Premier Destination Centre'.**
Work with airport, airlines and rail service providers to increase inbound tourism.

(ii) **Strategic Priority – 'Well Connected City Region'** sets out a vision and longer term strategy for the development of the transport network. The vision for the 'Well Connected City Region' is:

3.30 'To drive up the productivity of Merseyside through delivery of 21st Century connections to international and national markets through the Mersey Gateway, Port of Liverpool, and Liverpool John Lennon Airport; a world class national logistics and distribution hub; an efficient and integrated transport network to residents, visitors, investors and business; and underpinning other key drivers through a modern transport infrastructure'.

3.31 Figure 3.4 Illustrates the delivery framework envisaged for the Well Connected City Region

Figure 3.4 The Well Connected City Region

Well Connected Sub-region	Investment and Infrastructure	Full employment	Quality of Life	Actions
	Mersey Gateway Liverpool Superport 1: Developing port and airport assets Liverpool Superport 2: Rail and logistics	Efficient movement of people to key employment sites Superport developments in Maritime and Logistics	Efficient movement of people to leisure, services and employment	

Source - LCRDP

3.32 The transformational transport projects include:
- Mersey Ports Growth Strategy.
- Expansion of Liverpool John Lennon Airport.
- The Mersey Gateway - the second Mersey Crossing in Halton.

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

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

3.34 The Mersey Partnership's (TMP) research has led to a consensus that a significant source of competitive advantage for Merseyside in the future will be to become, both in actuality and in perception, a good place for women to participate in the workforce and to establish businesses. *'Support programmes include the development of safe public transport provision serving women's' needs'*. We discuss our approach in Chapter 6.2

(iv) **Strategic Priority – 'Talented and Able City Region'.**
Full employment in the city region will address concentrations of worklessness in the conurbation core and employability *'supported by improved transport links to jobs'*. For the future, it will expand the pool of skilled labour in the workforce.
- Providing transport solutions for employees that need to move from one job to another, navigating within the conurbation and, in particular, to less orthodox work locations.
- Collaborative effort across the whole city region to develop new and effective ways of better managing labour markets, building on pioneering work developed between Wirral Council and the Mersey Dee Alliance in delivering better access to jobs in Cheshire and Flintshire.

(v) **Strategic Priority – 'City region of sustainable neighbourhoods and communities'**
- Develop inter-authority collaboration to address the soft infrastructure elements of sustainable communities. Focussed initiatives aiming to address liveability through neighbourhood management and a holistic approach to regeneration incorporating access to transport.
- Concentrate development where it can minimize the need to travel and can be well served by an affordable, clean and safe public transport system to improve the environment and link communities with employment opportunities, education, training establishments, health services and facilities and leisure amenities.
- Embedding design culture into the procurement and management process through integrated spatial design that gives priority to accessibility, social inclusion, high quality public space and sustainability. Aim for the creation of walkable neighbourhoods with balanced streets that are for and used by all in the community.

Local Development Frameworks

3.35 One of the key issues coming out of the consultation on the second LTP from non local authority stakeholders was that there should be much stronger linkages with land use planning. There have been changes to the land use planning system since the production of the first LTP, which provide opportunities to better integrate transport with planning policy. Each local authority must now prepare a Local Development Framework (LDF), which is required to be in general conformity with the provisions of the RSS.

3.36 Land use planning can reduce the demand for travel by locating new developments in accessible locations, or close to public transport, walking and cycling links and by encouraging the development of sustainable transport networks.

3.37 Sustainable approach to development, including the use of previously developed land, higher urban densities and the promotion of mixed use development can support a more diverse range of facilities for local communities. This can help to foster social inclusion, by providing such services in accessible locations.

3.38 The land use principles contained in the RSS and supported by the Merseyside local authorities LDFs will help to meet the LTP objectives and support its key transport investment priorities by:
- locating development within a sustainable transport network
- safeguarding land for key transport infrastructure projects such as major schemes, public transport interchanges, park and ride sites
- seeking developer contributions where appropriate for measures which will improve the accessibility of new development and increase travel choice

  • helping to reduce the impact of transport on communities, for example, reducing the impact of noise, improving air quality and reducing visual intrusion

Mersey Maritime - Mersey Ports Growth Strategy

3.39 The Mersey Ports, and the Port of Liverpool in particular, have been identified as a key economic driver for Merseyside, the wider City region and the North West. With the strong support of the Northern Way Growth Strategy and North West Development Agency, the Merseyside sub-regional partnership is promoting a Port Growth Strategy as a key action in support of the Liverpool City Region Development Plan. This is co-ordinated through Mersey Maritime Limited, the sub-regional cluster development agency.

3.40 Mersey maritime is a partnership promoting the development of Maritime industry on Merseyside. It has produced the Liverport Ports Growth Strategy 2005 – 2020, and anticipates that this will be finalised by the end of March 2006. It supports the LCRDP and Merseyside Action Plan by providing the detail for the development of the Ports on Merseyside. The strategy also addresses some issues relating to air freight at LJLA, which are the subject to the Airport Master Planning exercise discussed below.

3.41 For the past 5 years the Merseyside authorities have been pursuing a broad land use and transport strategy for freight and port– related development based on the recommendations of the Merseyside Freight Study. This proposed four key locations as the focus for strategic development of 'freight villages' with improved multi-modal transport connections:
  • Ditton/Widnes
  • Haydock/Newton-le-Willows
  • Birkenhead/12 Quays
  • North Docks (Seaforth/Bootle/N Liverpool)

3.42 The first three are at various stages of development, but are being actively progressed. These have been identified at sites of regional significance for inter-modal freight terminals in draft RSS. A detailed Port Access Study was commissioned as part of the Atlantic Gateway SIA to explore the rail and road proposals in the Freight Study in more depth. Chapter 6.2 discusses this in more detail.

3.43 Some of the assumptions emerging from the Ports strategy are discussed in Chapter 4, but in broad terms, it sets out some transport priorities:-
  • Support the expansion of the Port of Liverpool through its £80m new in-river deep-sea container terminal at Seaforth (including supporting road infrastructure).
  • Improve road access from the M57 and M58 motorways to the major deep-sea terminals at Seaforth (A5036). Strategic access from the M6 and the south would be substantially improved by the Mersey Gateway Project.

- A number of small but vital projects (estimated at £15m) would improve rail access to port facilities on the Mersey. These include improvement to enable 9'6" high containers to reach Seaforth from the West Coast Mainline, the reinstatement of the Olive Mount Chord to avoid the need for freight trains to reverse at Edge Hill to gain access to Seaforth, and the reconnection of Birkenhead Docks to the rail network.
- Complete the development of a new Cruise Liner facility at the Pier Head.

Liverpool John Lennon Airport Master Plan

3.44 LJLA has seen substantial growth over the last few years. It is now consulting on its Airport Master plan ahead of a Planning Application to support further expansion, to cope with anticipated future growth. LJLA clearly see the need for supporting landside infrastructure to further enhance improvements brought about by the opening in June 2006 of Liverpool South Parkway.

3.45 The creation of a major logistics centre in Merseyside in support of the LCRDP, and utilising the frameworks provided by the Ports strategy and LJLA masterplan are now being explored as a possible focus for development with NWDA as part of a future TIF bid via the productivity strand. This is discussed further in Chapter 5.

Housing Market Renewal Initiative

3.46 The Merseyside Housing Market Renewal Initiative (HMRI), 'New Heartlands', brings new opportunities to areas of low housing demand and abandonment in parts of inner Liverpool, Sefton and Wirral. £90 million has been awarded to Merseyside up to 2006, with proposals for a further £110 million of investment in the period 2006/08 and a minimum of £125m in 2008/10, with a total investment package of £2.28 billion envisaged over a 15 year period.

3.47 Improving the liveability of Liverpool and the wider Merseyside area is also a priority, to develop vibrant, attractive and balanced neighbourhoods. Coupled with the New Heartlands project is Liverpool's aspiration for 85% of new homes to be constructed on previously developed land. Integral to this liveability agenda is the vision of a clean, safe, secure and accessible environment. Improving the health and well being of the community is also a priority. 24% of Merseyside's population have a long-term illness, compared to the England average of 17%.

3.48 Housing market renewal is playing its part in creating sustainable communities. However, housing is just one element and employment growth and access to the growth in employment opportunities is crucial in revitalising communities. It is important that people living within the Housing Market Renewal neighbourhoods are connected to these opportunities, and others such as shopping and recreation facilities, through good transport links.

3.49 Some communities are not well served, particularly in parts of the Wirral, where the North – South link to employment opportunities in Deeside and North East Wales are limited. Similarly in parts of North Liverpool transport linkages to the city centre and to employment opportunities need to be enhanced and attention paid to the severance of the east-west transport links caused by Scotland Road. The growing city centre residential market is not well served in terms of links to recreation opportunities offered by Sefton Park and other South Liverpool attractions.

3.50 The Strategic Investment Areas will continue to be a particular focus for development and economic activity. Map 3.3 shows the relationship between Housing Market Renewal and economic opportunities, while Map 3.4 shows where improved linkages are required.

Map 3.3: HMRI Economic Links
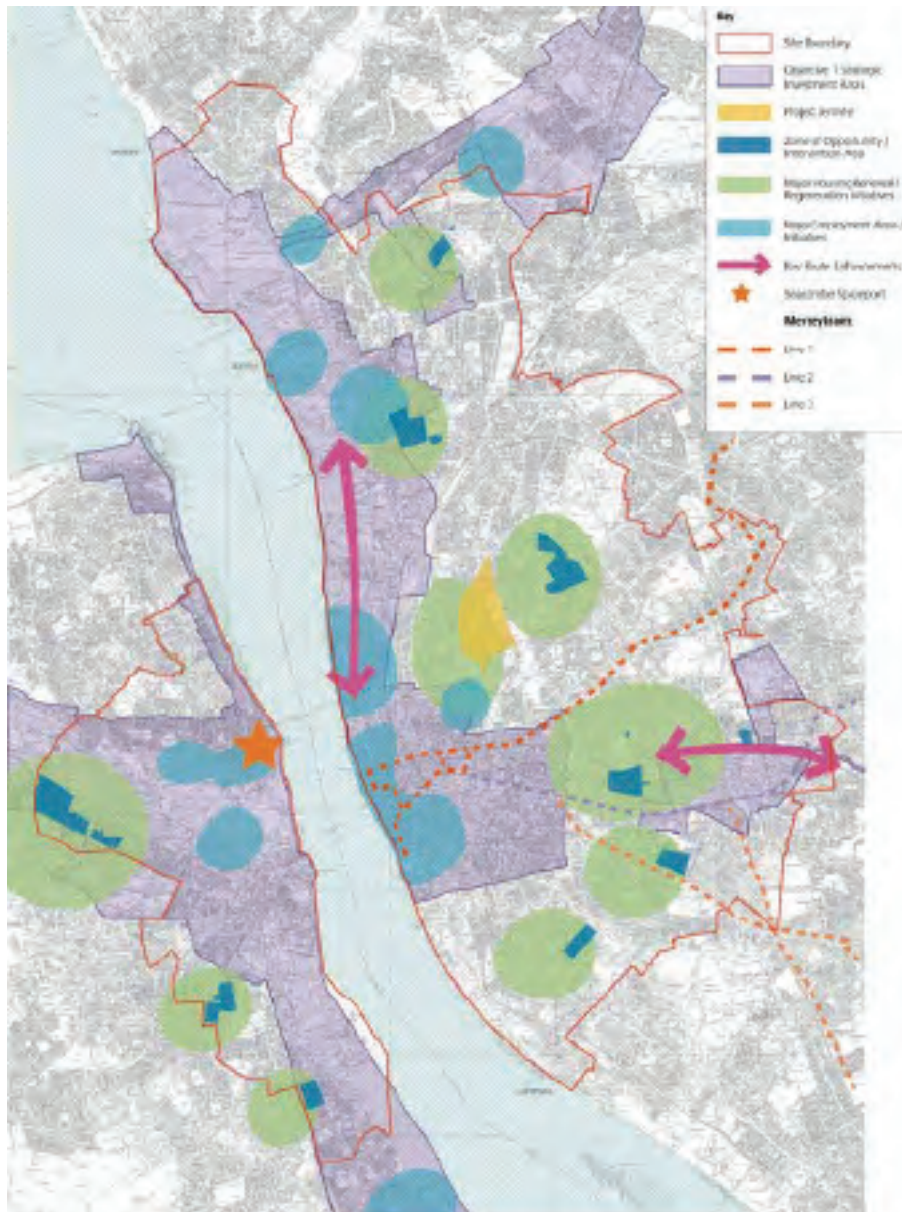
Map 3.4: HMRI Transport Links

3.51 HMRI will include the development of LIFT centres which will provide a holistic health care centre which is easily accessible to the local residents. Through the provision of such developments HMRI will integrate public services to serve the local community. There are three LIFT centres planned with each lying on strategic routes in and around each HMR Zone of Opportunity.

3.52 The Highways Authorities will work with the Planning Services and HMRI teams to ensure that safe pedestrian links are provided, and funding is committed in support of initiatives such as Safer Routes to School and every effort is made to support accessibility and social inclusion at all levels. These are discussed in greater detail within Chapter 9.

The Wider Merseyside Agenda

3.53 Elsewhere within the wider Merseyside agenda, the importance of transport is recognised as a key supporting theme.

3.54 In terms of tourism, the Merseyside Destination Management Plan 2005-2008 (Mersey Partnership, TMP 2005), states that particularly important developments are:
- Transport from Gateways (particularly from Liverpool John Lennon Airport) to visitor attraction hubs.
- Attractiveness of arrival points and interchanges, such as bus and rail stations, car parks with improved orientation and signage.
- Improved road access to Liverpool from the end of the M62, and to Southport from the M57 and M58.
- High quality public realm in key tourism hubs including maintenance regimes, pavement cleanliness and repair, street furniture, planting and signage.

3.55 The annual Merseyside Economic Review (TMP February 2006) has again highlighted the continuing disparity between Merseyside's growing economy and persistent high levels of social disadvantage. The MER states that 'worklessness and multiple deprivation remain a challenge'.

3.56 Poor education and skills levels go hand in hand with unemployment, low incomes and poor housing. The MER recognises the significant levels of low demand housing is an issue that needs to be addressed. "Vibrant and attractive urban neighbourhoods will need to be created to ensure that outflows of population are minimised and new residents are to be attracted to the sub-region". Within Merseyside this challenge is being met by the HMRI as described above.

3.57 The polarisation of employment opportunities between highly skilled/more highly paid and lower skilled/lower paid, recognised in research for the HMRI, could have implications for travel patterns across the wider city region. Linked with changing housing patterns this could lead to longer distance car commuting allied with increasing demands for travel opportunities for non car owners seeking employment These issues are clear priorities for this Plan, as stated in Chapter 2. They are discussed in greater detail in **Chapter 4**.

3.58 The North West Annual Statement of Productivity Priorities statement is directly related to the North West Annual Statement of Learning and Skills Priorities which was published in December 2004. It states that one of its top ten priorities is to 'influence transport and infrastructure planning to meet business objectives'.

Chapter 3

3.59 Low paid work or unemployment will in turn lead to poor health and a greater demand on health services. This relationship is recognised by the Merseyside and Cheshire Strategic Health Authority and the Primary Care Trusts, as part of the Government's 'Choosing Health' White Paper. In particular the need for integration of health and transport are specifically referred to in terms of promoting more active travel and physical activity.

3.60 Within the North West, these links are reflected in 'Investment for Health – A Plan for North West England 2003'. One of the plan's objectives is:

3.61 *"To develop a sustainable and integrated transport infrastructure …in the region which… has the greatest possible potential to improve public health and reduce inequalities."*

3.62 To achieve this, it sets out a range of activities and actions including measures to ensure access to health care, reduce accidents, address environmental problems and increase physical activity. We discuss these in more detail in Part Two of **Chapter 6**.

European Policy

3.63 This LTP is also consistent with a number of European strategies and policies, particularly in terms of environmental and spatial policy. The issues are summarised in Figure 3.5 below.

3.64 Greater detail of Regional and European issues is provided in Appendix One.

Figure 3.5 European Policy and the LTP

Modal shift/managing demand	LTP Response
The EU Common Transport Policy White Paper is the overarching EU action plan for transport for the period up to 2010. Major objectives include: decoupling transport growth from economic growth; modal shift away from road by promoting other modes and intermodality; preventing congestion through tackling bottlenecks, intermodality and modal shift. The trans-national funds CIVITAS and STEER support demand-management activities, while Marco Polo funds freight modal shift.	Successful Merseytravel transnational projects under LIFE-Environment and STEER have addressed demand-management issues, and outcomes reflected in our strategy and objectives.
TENs	**LTP Response**
The transport TENs were created to allow the physical movement of goods and people across the EU and to strengthen territorial cohesion. In 1996 the EU adopted guidelines for developing the network by 2010. Legislation was passed in 2004 extending the overall completion date for the transport TENs to 2020, passing a list of new priority projects (there are now 30 in all) and including short-sea and inland shipping in the range of modes covered. Projects covering the North West on the original list include: UK/Ireland/Benelux road axis, to be completed 2010; the West Coast Main Line, to be completed 2007. Two new projects include strands covering the North West: a motorway of the sea of Western Europe (leading from Portugal and Spain via the Atlantic Arc to the North Sea and the Irish Sea), to be completed 2010; road/railway axis Hull-Liverpool, to be completed 2015.	High priority for the CRDP and reflected in the LTP.

Managing freight movement

The European Commission has launched a public consultation on "logistics for promoting freight intermodality" and it will propose, in June, a communication outlining the action the EU should take in this area in the years ahead. It intends to concentrate on improving the institutional preconditions for logistics innovation, leaving the internal running of company logistics to the companies themselves.

LTP Response

Our long term strategy supports the efficient movement of goods. The freight strategy embraces a multi sector approach.

Transport safety and security

The EU Road Safety Action Programme covers the period up to 2010. The overall target is halving road deaths in the EU. Possible relevant actions in the EU programme include: measures on improving infrastructure, such as better signposting of blackspots; making vehicles safer, by promoting new technologies, impact protection and safety standards for car fronts; improving driver behviour on speeding, drink driving and seat-belt use.

The Seventh Framework Programme for Research and Development has, as one of its main transport priorities, transport safety and security

LTP Response

The UK is ahead of most of rest of Europe on road safety. Road Safety is a major priority for the LTP.

Quality and coverage of bus network

The draft regulation on public-service requirements in passenger transport would set an EU wide framework on how transport authorities can award public-service contracts to bus operators.

LTP Response

Merseytravel has assessed that it is unlikely to affect bus provision in Merseyside to any great extent, with one exception: a requirement for transport authorities to advertise one year before an invitation to tender may cause problems where short-notice bus-service provision is required.

Rail

The EU institutions have been deliberating a draft regulation on public-service requirements in passenger transport. This would set an EU wide framework on how transport authorities can award public-service contracts to transport operators; this would apply to both bus and rail. The regulation sets a range of options member states may use to award contracts.

LTP Response

The current UK system largely complies with these options. Merseytravel has identified that it may be affected by the regulation's proposed upper limit on rail contracts of 15 years extendable to 22.5 years in the case of major infrastructure investment, as Merseytravel current franchise agreement for rail services has a 25-year duration.

Ports

The draft ports-services directive, which aims to open up the various services provided in ports to market competition, has been rejected for a second time by the European Parliament and member states. The UK ports services sector identified this proposal as being a particular threat to the survival of many UK ports. The Commission may release a green paper or further proposal on this issue, but any new initiative is likely to be heavily watered down.

The European Commission is currently consulting on whether existing EU rules for aviation passenger rights should be extended to the maritime sector in its entirety (including services such as the Mersey ferries); this may lead to legislation on access, non-discrimination and information, especially in relation to people with reduced mobility.

LTP Response

Mersey Ports are a main economic driver for Merseyside and specific support for the Mersey Ports is a cornerstone of this LTP.

Any possible changes affected Mersey Ferries will be kept under review.

Air pollution and the environment

The European Commission recently adopted a package of proposals on air pollution, comprising: a draft air-quality framework directive, which is a legislative proposal with binding requirements, and air-pollution thematic strategy, which is a blueprint for how the EU will work in this area in the years to come.

Part of the strategy will be implemented through the accompanying air-quality framework directive.

Further initiatives will be taken on new vehicles and, subject to impact assessment, new measures may be envisaged for small combustion plants, ships and aircraft emissions. Community structural funds, international cooperation, improved implementation and selection of appropriate instruments will all form part of the suggested policy mix.

The draft directive requires member states to establish zones and agglomerations where air-quality assessment and management will take place.

The Commission does not propose to modify the existing air quality limit values. The proposals would also strengthen existing provisions so that member states will be obliged to prepare and implement plans and programmes to remove non-compliances.

LTP Response

The AQMA described in Chapter 8 discusses our proposals on these issues.

Learning from stakeholders

Stakeholder and Community engagement

3.65 A critical element in shaping our strategy has been the continuing involvement of a wide range of stakeholders. This builds on our commitment to public engagement principally established in 1995 with the creation of the Community Links Team at Merseytravel. The LTP partnership therefore has a long history of collaborative working:

3.66 Our overall approach is founded upon the Community Link Access Strategy which seeks:-

3.67 *"To work in partnership with the community and involve local people in transport issues which affect their lives."*

3.68 Our Core Principles are:
(a) A visible commitment is made to involving people, underpinned by appropriate resources to build capacity to implement policies of participation.
(b) People's involvement is valued.
(c) People have equal opportunities to get involved; and
(d) Policies and standards for the participation of people with disabilities are provided, evaluated and continuously improved.

3.69 The initial consultation to prepare for the first LTP began in 1999 and formed a key element in the final document. As each APR has been prepared from 2000, consultation programmes have been developed to reflect on the annual report back. In addition, there have been consultation on for example; bus corridor programmes, and rail and tram projects which have contributed to the final planning of individual projects.

3.70 Two methods of contact with the public are undertaken by the Partnership:
• controlled surveys, which produce representative results;
• bespoke consultation exercises, which produce the views and comments of interested people and parties.

3.71 A series of events have been held across Merseyside which engage with our representatives from our existing Advisory Panels, Women's Forum and Transport Access Panel, which are formed of community and voluntary organisations representing the spectrum of civic life).

Specialised Consultation

3.72 As well as undertaking general consultation, we have held small specialised consultation events in an effort to reach people that often may not have the opportunity to have their views heard. This included an event with Liverpool Society for the Deaf and the St Helens Deaf Society focusing on their transport needs and the barriers they face. The LTP Key Issues and revised Bus Strategy have been translated into British Sign Language and then filmed and made available to all deaf people across Merseyside.

Figure 3.6 LTP Consultation Framework

1.	Date:	Sept 2004 - March 2006
2.	Project Title:	Local Transport Plan 2 Consultation.
3.	Project Aim:	To develop a high quality system Local Transport Plan setting transport in the wider context.
4.	Objectives::	To engage with all stakeholders in an effective and meaningful way so that the LTP2 is:- (a) set in context of regional economic and spatial strategies, and the local vision for the area; (b) contains evidence of a long term strategy within which the 5 year implementation plan is set; (c) takes a realistic view of transport investment; (d) demonstrates effective working across local authority boundaries; and (e) has been developed in partnership with stakeholders.
5.	Other Consultation Process::	Best Value, Local Government Equality Standards, Bus Strategy, Local Strategic Partnership: Community Strategies.

6. Programme of Consultation	Action	Timescale
(i) Establish framework		
(ii) Set up Working Group		
(iii) Complete consultation framework		
(iv) Identify stakeholder to be consulted		
(v) Consider consultation period (government guidelines 12 weeks)	LTP to be plugged into other existing partnerships:- LSPs LAs LCVS – empowerment networks	
(vi) Consultation Programme Example	• Produce publicity	December 2004
	• Launch consultation 16 November 2004 at Integrated Transport Forum – using key issues paper	November 2004
	• St Helens	15 December 2004
	• Knowsley CEN	15 December 2004
	• IT Forum – Bus Strategy	
	• Knowsley Community Economic Forum Pathways	7 December 2004
	• Mencap	14/15 December 2004
	• Shaw Trust	25 November 2004

3.73 We continue to develop strong relationships with a wide variety of stakeholder organisations such as Jobcentre Plus, Primary Care Trusts and Learning and Skills Council. These are described more fully within Chapter 9. There is also extensive engagement with the five Local Strategic Partnerships, who have identified in their current plans their transport priorities. The LTP partnership is represented at Board and working level on each of the LSPs. In addition we have established a pan Merseyside LSP group to help with the development of the LTP.

3.74 Figure 3.7 summarises the key issues arising from the Merseyside LSPs in relation to transport issues.

Figure 3.7 LSP Transport Priorities

Local Strategic Partnership	Strategic Themes	LSP Objectives	LSP Transport Priorities	LTP Response
Sefton Borough Partnership 'A Vision for Sefton'	Neighbourhood Renewal	Support measures that increase access to employment related opportunities	Encourage the use of alternatives to the private car for journeys to, from and around Sefton	A central part of the LTP strategy
	Creating a learning community	Encourage enterprise through the social economy	Minimise the impact of road freight	Chapters 6 & 7 describe our proposals for freight management
	Creating a safe community	Address skills issues especially young people	Increase cycling and pedestrian routes	Chapter 6 contains proposals for our revised strategy
	Jobs and prosperity	Reducing crime and the fear of crime	Improved safety on public transport	TravelSafe described in Chapter 6 is critical to the safe operation of public transport
	Improving health and well being	To make the best use of schools and their facilities as valuable community resources	Promote the use of alternative fuels	Chapters 6 & 8 describe how we will build on our current projects for clean buses
	Environmental sustainability	To address issues of environmental appearance	Improve accessibility for mobility impaired	Chapter 6 sets out our commitment to constantly improving travel for people with disabilities
	Voluntary and community sector	Address housing market failure	Improve access by public transport to key opportunities and services	The Access Plan will be the main focus of joint actions between the LSP and LTP
	Mobility and transport access	To address issues of poor health and access to facilities	Improve the condition of local roads	Chapter 12 describes our maintenance regime

Local Strategic Partnership	Strategic Themes	LSP Objectives	LSP Transport Priorities	LTP Response
The Knowsley Partnership		Improvements to public transport, walking and cycling		
	Economy and employment	Promote the development of a sustainable economy and improve the employability of Knowsley residents in order to increase employment	Improvements to cross boundary public transport links with neighbouring authorities	The Access Plan described in Chapter 9 will address these issues in liaison with the LSP
	Strategic housing and environment	Reducing crime and the fear of crime	Improved access to health facilities	See above
	Learning	Improved accessible transport links	14/19 education collegiate system creating problems with inter site transport	
	Crime and disorder	Promoting quality housing, liveability and a sustainable environment	Improved safety and security for travel	Chapter 6 and the Access Plan outline our proposal
	Health and healthy living	Improving the health and well being of Knowsley residents	Determine levels of accessibility to key services	Access Plan and joint working with the LSP
	Children and young people	Raise the level of skills amongst the workforce and improve the participation of young people in learning and development	Promote sustainable travel	
			Better access to post 16 education establishments	

Local Strategic Partnership	Strategic Themes	LSP Objectives	LSP Transport Priorities	LTP Response
The Knowsley Partnership (cont'd)			Improved North/South bus links	The Merseyside Bus Strategy will be closely linked with the Access Plan
			Access to key employment sites	See above
			Public transport quality, reliability and cost	The MBS and rail strategy will address these issues. Chapter 2 and 5 explain the limits of our powers
			Development of Merseytram	Subject to Addendum report
Wirral	A healthy and high quality environment	Providing a clean, safe healthy and attractive environment	Development of workplace and school travel plans	TravelWise and Access Plan will be closely integrated to address this
'Getting Better Together'	A thriving local economy	Creating a prosperous community that attracts and retains good quality employment	Improvements to cycling and walking	Chapter 6 addresses these issues
	Better opportunities for learning	Improving lifelong learning to help people reach their full potential	Improving access to employment sites outside of Wirral	The Access Plan will seek to develop close collaboratio with the LSP to develop a partnership approach to these issues
	Improved culture and leisure	Provision of quality and accessible leisure and cultural activities	Intensive help for most deprived communities to enable them to access opportunities	
	Improved health and social care	Promoting healthier lifestyles	Ensuring good access to learning facilities	

Local Strategic Partnership	Strategic Themes	LSP Objectives	LSP Transport Priorities	LTP Response
	Safer communities	Making Wirral a safer place	Improve access to leisure facilities	
	High quality homes, high quality housing services	Ensuring good quality and affordable housing	Ensuring good access to healthcare	
	Mobility and Access	Developing sustainable integrated transport choices	Development of sustainable communities	See above whilst Chapter 11 outlines our proposals for enhanced quality of life
Liverpool First	Community Safety	Reducing crime – robbery, domestic burglary, vehicle and violent crime	Good transport links from HMRI areas	The Access Plan sets out our working arrangements
	Culture	Measuring impact of Capital of Culture	Improved accessibility of workless residents to key regeneration sites	
	Transport	Improving road safety, access, air quality and reducing congestion	Development of Merseytram	Subject to Addendum report
	Business friendly	To be a business friendly city	Access to LJA high on the agenda	LJA key priority
	Competitiveness	Building an internationally competitive city economy	Implementing the Merseyside Access Plan	
	Education	Improving educational attainment	Improvements to walking and cycling networks	Chapter 6 details our proposals
	Skills	Increasing the skills base of the workforce	Development of Merseyside Bus Strategy	

Local Strategic Partnership	Strategic Themes	LSP Objectives	LSP Transport Priorities	LTP Response
	Jobs	Increase employment rates of disadvantaged groups	TravelWise	
	Health	Reducing health inequalities	Improved rail services	See Chapter 6 and the rail strategy
	People and housing	HMRI	Second Mersey Crossing	Chapter 5 details our support
St Helens	Economic prosperity	A diverse, modern economy, offering a wide range of job opportunities	Develop the necessary sites, premises and infrastructure to meet the needs of existing and inward investing companies	In Chapter 6 we set out our proposals to better link transport and new developments
	Lifelong learning	Opportunity and success for all who live, study, train and work in the Borough through high quality lifelong learning	Ensure all educational venues are accessible and suitable for the delivery of a quality curriculum	This is described in the Access Plan
	Healthy environment	A healthy, safe attractive and rich environment with a good choice of transport facilities for all	Reduce environmental pollution	Chapter 8 and 11 describe our approach to these issues
	Better neighbourhoods	High quality homes for all residents	More transport choice and safer, efficient public transport	Chapter 6 and the MBS and rail strategy address these issues
	Safer communities	Reducing crime and the fear of crime	More walking and cycling, less need to travel, cleaner vehicles and fuel	

Local Strategic Partnership	Strategic Themes	LSP Objectives	LSP Transport Priorities	LTP Response
St Helens (cont'd)	Promoting independence	Improving the health and well being of St Helens residents	Develop successful, thriving and inclusive neighbourhoods which provide clean, safe and attractive places to live	
	Culture and leisure	Provision of high quality facilities for leisure, sport and culture	Ensure that all public services are accessible, affordable, focused, offer choice and are sensitive to social inclusion issues	We will work in partnership with the LSP through the Acces Plan to address these issues
	Social inclusion	Developing sustainable communities with better opportunities for disadvantaged groups		

3.75 The development of this LTP has been subject to scrutiny as a standing agenda item in bodies such as the Merseyside Chief Executives and Leaders meeting, Merseyside Directors of Regeneration and the multi-agency Merseyside Network Group. In addition two drafts of the LTP have been circulated across the Local Authorities departments to ensure that we are reflecting their wider agenda.

3.76 The Integrated Transport Forum has been regularly consulted on all aspects of LTP development. This multi-agency forum was established during the first LTP period and has provided an invaluable reference point for policy development. Additionally, a draft of the Provisional LTP was widely circulated to key stakeholders in July 2005.

3.77 There have also been a number of other consultation events. Regular 'workshops' to discuss openly with members emerging issues for the LTP via the Merseyside Strategic Planning and Transport Committee, presentations to the Board of Liverpool Vision, and Directors of Public Health, and two workshop sessions with the Chamber of Commerce.

Review of Consultation undertaken in the first LTP period

3.78 As a starting point for our LTP engagement we undertook a review of all public consultation undertaken during the first LTP period. This was designed to enable us to track changes in stakeholder views and any changing priorities. It is clear that there has been a general consistency of view over time. The following key messages emerged:
- Access to jobs and opportunities is vital.
- General acceptance that public transport has an important role to play in ongoing regeneration, and in particular for Capital of Culture 2008.
- It was considered that public transport policy should focus on long term delivery, traffic regulation enforcement, and enforcement of social behaviour issues. Demand responsive services were strongly supported.
- It is perceived that local authorities and individuals could do more to tackle congestion – but, the solutions are seen to lie in persuasion not restraint.
- Traffic congestion is seen to be confined mainly to the peaks, but tolerance is very low with waiting or queuing of more than 3 minutes being seen as "congestion".

Chapter 3

Consultation for the Second Local Transport Plan

Members

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

Stakeholders – non Local Authority

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

General Public
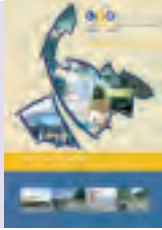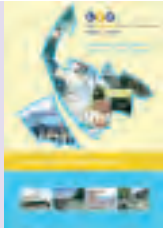
3.81 Further to the "Key Issues" stakeholder consultation, 60,000 short leaflets were distributed in public locations throughout Merseyside such as libraries, travel centres and information points; this 'general public' questionnaire was also made available online as an interactive form via the LTP website. A prize draw was used to encourage responses. People rated their priority transport delivery areas within the shared priority headings. Over 1,100 responses were received.

3.82 Following these two consultation exercises, a detailed 'feedback' leaflet was issued to the public setting out the main areas and issues for inclusion within the LTP, and inviting further comments.

3.83 There have been further detailed consultation in the Autumn, including debate on the Strategic Environmental Assessment of the Plan and the Access Plan.

Figure 3.8 Summary of LTP 2 Consultation

Date	Publication	Event	
November 2004	Key issues for the second LTP ↓ Summary of issues to take forward for consultation	Public seminar	
January 2005	'Having your say on transport for Merseyside' Revised Merseyside Bus Strategy	Large scale leaflet circulation	
March 2005		Public seminar	
May 2005	Consultation Update		
July 2005	Provisional LTP ↓ Summary of proposals in PLTP – issue for programme and targets		
November 2005	'Information and feedback'	Public seminar	

3.84 Figure 3.8 summarises our consultation process, and Fgure 3.9 the key messages from the consultation exercises. The results both here, and from the LTP1 review, highlight some subtle but important differences in feedback.

Figure 3.9 Key Messages from Consultation

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

Views and issues where there was strong agreement amongst the general public:
- Congestion is getting worse but in comparison to other areas is not a serious problem.

There were strong messages that the LTP should give priority to;
- Improving public transport,
- Workplace and school travel plans,
- Personal security (public transport),
- Network and service coverage,
- Less polluting vehicles, and
- Improving personal security for all road users.

There were also clear messages from the public that they did not see the following elements as important priorities for the LTP:
- New road links
- Congestion Charging
- Workplace parking charging
- Mitigation of noise and visual impact of roads
- Training for road user groups at risk

Key Agencies

3.85 In tandem with this consultation process, we commissioned a 'critical review' of the first LTP. This included a series of detailed discussions with key agencies and decision makers in Merseyside. They were asked to both review the successes and failures of the first LTP, and also to highlight issues for the second LTP taking account of local circumstances and the shared priorities. **(A summary of the Critical Review is provided in Appendix Eighteen)**.

3.86 The decision makers were asked their 'understanding of the vision and objective of the First LTP and how appropriate these are for the future'. In response the consultants found (amongst other issues) that:
- 'Universally the view is that economic growth and regeneration is the prime objective. Improving accessibility is seen as a key to achieving this objective'.
- 'Almost all respondents were of the view that congestion is currently not a significant problem in Merseyside. Measures to mitigate traffic growth must not limit economic growth. There was however an acceptance that unlimited traffic growth would not be desirable, and that at some point restraints on car use would have to be introduced'.

3.87 In response to the question on the 'understanding of shared priorities and how do they see these as being applied to Merseyside?', respondents stated:
- 'Promoting accessibility is seen as key and having a direct link with the goal of promoting economic prosperity'.
- 'The Congestion shared priority is not seen as very relevant to Merseyside. Some traffic growth can be accommodated and that would be an acceptable consequence of attaining economic growth and regeneration'.

Developing A Consensus

3.88 Consultation has played an important part in shaping the policies and strategy being adopted throughout this Plan. There is strong and consistent support across all groups for continued investment in transport to support the social and economic regeneration of the area. There is also continued support for priority investment in public transport, including cross boundary schemes, bus priority and "smart measures".

3.89 Road safety and related training initiatives have not been identified as a priority by the public and this is a matter of concern, and the partners consider that greater knowledge in this area is required and that road safety should remain a priority for the lifetime of the LTP. **We will tackle this issue through our communications strategy set out in Chapter 6.**

3.90 On congestion, a more subtle picture has emerged. Members and key agencies generally do not accept congestion is yet a serious problem and believe traffic levels can rise in the short term. Amongst other stakeholders and the general public there is, however, some recognition of growing delay on the network, but that in comparison to experience in other cities, it is recognised that levels of congestion are less. All groups are concerned that forms of constraint on car use could have a damaging impact on regeneration and the local economy.

3.91 All groups recognise that the current relative lack of congestion is a positive aspect to living in Merseyside, and that there remains a window of opportunity to prevent congestion becoming an issue for the area.

3.92 Across all groups there has been an increased recognition of some of the adverse impacts of growing usage of private vehicle based transport, including pollution and economic impact through congestion. In recognition of this there is support to persuade and provide for more sustainable alternatives.

Citizens Panel

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

3.94 Set out in Figure 3.10 is a summary of the results produced by the Countywide Citizen Panel Survey in April 2005, on the topic of 'Your Perceptions of Transport/Travel' and 'Awareness of Transport Initiatives'.

Figure 3.10 Countywide Citizens Panel

- Conditions for pedestrians have not improved; generally traffic speed and volume of traffic have deteriorated.
- There are low levels of cycling with the majority seeing a decline in cycling conditions over the previous years.
- Air quality is perceived as far more of a problem in Liverpool than elsewhere in Merseyside.
- The majority of people considered not enough had been done to inform them of improvements to transport over the previous 12 months.
- Across a range of transport improvement measures two thirds of people had not seen evidence of improvement.
- The best way of informing people is via mailshot and newspapers.

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

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

3.96 The final element in helping us shape our strategy has been the statutory SEA and the locally commissioned HIA.

3.97 Strategic Environmental Assessment (SEA) is the process that is used to assess whether a development plan or programme is likely to have a positive or negative effect on the environment.

3.98 There is a requirement for Strategic Environmental Assessment (SEA) to be carried out under UK law and European Directives. The law states that the SEA needs to assess how a plan or programme will affect environmental issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climate, cultural heritage and landscape. The SEA also needs to consider the inter-relationships between these issues.

3.99 In addition to looking at the environmental effects of the Local Transport Plan, the LTP Partners have also assessed the effects that the Local Transport Plan will have on the local communities. This will help to check how sustainable the Local Transport Plan is.

3.100 Health Impact Assessment (HIA) is the process that is used to assess whether a plan will have positive or negative effects on human health. The HIA of the Merseyside Local Transport Plan has been carried out voluntarily as there is currently no legal requirement for Health Impact Assessments to be carried out.

3.101 The same method was used for both the Strategic Environmental Assessment (SEA) and Health Impact Assessment (HIA). This was to ensure that results from both assessments could be integrated together and compared.

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

Stage A: Describing the current environment, and state of human health, within Merseyside

Stage B: Consulting with the Environment Agency, English Nature, English Heritage and the Countryside Agency to identify issues and check that all the information collected in Stage A is correct

Stage C: Assessing the effects that the Local Transport Plan will have on the environment and human health. The results of the assessment are presented in a SEA and HIA Report

Stage D: Consulting the public and other interest parties on the SEA and HIA Report; incorporating results of the SEA and HIA Report and subsequent consultations into the Final LTP; and producing a statement outlining how the results of the SEA and HIA were incorporated into the Final LTP.

Stage E: Monitoring the effects of implementing the LTP

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

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

SEA and HIA process

Production of LTP

SEA and HIA process	Production of LTP
Production of SEA and HIA Scoping Report	Production of the Draft Provisional LTP
Assess the Effects of the LTP and Produce SEA and HIA Report	Production of the Provisional LTP (July 2005)
Consultation on the SEA and HIA Report	Consultation on the provisional LTP (Autumn 2005)
Produce Statement outlining how results of the SEA and HIA were incorporated into the LTP	Production of Final LTP (March 2006)
Monitor Implementation of the LTP Plan	Review Implementation of the LTP

PROVISIONAL LTP PROGRAMME

3.105 The SEA and HIA was carried out on the provisional LTP. This identified five key themes for delivering transport improvements in the next LTP period (2006/07 – 2010/11). The elements within each of these themes were assessed as part of the SEA and HIA.

PROVISIONAL LTP DELIVERY THEMES

Managing Growth:
It is essential to manage the increased demand for travel, and especially traffic growth, associated with Merseyside's continuing regeneration.

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

Sustainable Accessibility:
Accessibility to jobs and employment opportunities, to education and training, and to health care is a key national and local priority.

Sustainable communities:
As well as providing improved accessibility, the transport system has an important role in affecting the safety and security of local neighbourhoods and their environmental quality.

Making the best use of our existing resources:
There is an extensive existing transport network in Merseyside, which has received considerable investment during the first LTP period. This network needs to be maintained well to get the best use from it.

SEA AND HIA OBJECTIVES

3.106 The Strategic Environmental Assessment (SEA) and Health Impact Assessment (HIA) objectives define what the LTP should seek to achieve in terms of environmental protection and human health. The SEA and HIA objectives are a key part of the assessment process. They are used to determine whether the Local Transport Plan will have positive or adverse effects on the environment or human health.

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

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

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

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

RESULTS OF THE SEA AND HIA ASSESSMENTS

3.109 An overview of the main findings of the SEA and HIA is presented below, in terms of the overall LTP programme and a separate consideration of the major scheme proposals.

Summary Results from the Assessment of the LTP Programmes for Action

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

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

Summary of the Results from the Assessment of the Major Schemes

The LTP major schemes will have the following benefits on the environment, local population and human health:

• Short term reductions in road congestion. This will significantly improve local air quality, local environmental quality, road safety and human health.
• Improved traffic movements. This will help improve economic inclusion by increasing the attractiveness of Merseyside for economic investment and enabling economic growth which will help to create more jobs.
• Improved priorities for public transport on major road transport corridors. This will improve the efficiency, reliability and frequency of bus services which will help to improve access to jobs and services and increase the choice and use of sustainable modes of transport. It will also help to improve local air quality and reduce the causes of climate change.
• Improved priorities for pedestrians and cyclists on the road network. This will benefit human health by encouraging a healthier, more active lifestyle.
• Environmental improvements along major road transport corridors. This will improve the quality of the streetscape and landscape and will help to encourage inward economic investment.
• Improved access to employment and key services from Pathway Areas (such as Merseytram, Kirkby to Headbolt Lane Rail Extension).
• Improved economic investment opportunities in Merseyside by improving rail and road links from North Wales, North Cheshire and Lancashire.
• Improved rail and road access to Liverpool John Lennon Airport and promote Merseytram to support expansion of the airport and economic growth of the sub-region.

The SEA has identified the following negative effects of the major schemes on the environment, local population and human health:

• Improved traffic movements and reduced congestion associated with the Hall Lane Strategic Gateway Scheme, Edge Lane/Eastern Approaches and the Switch Island Highway Improvements scheme (Highways Agency Scheme) may increase the attractiveness of road travel. This may lead to increases in road traffic which could then lead to long term congestion. Future congestion will have negative effects on local air quality, local environmental quality, climate change and human health. It may also have negative effects on the efficiency of public transport and pedestrian and cyclist routes. Future congestion may also have a negative effect on accessibility leading to increases in community severance.

- Land take associated with the link road schemes (Thornton to Switch Island and LJLA Eastern Link), and the presence of the link roads, may have negative effects on:
    - > Cultural heritage (loss or damage of features or sites of archaeological importance)
    - > Biodiversity (loss of species, habitat loss or disruption, habitat fragmentation, barriers to movement)
    - > Landscape and visual amenity (changes in landscape character, visual intrusion of link road and traffic)
    - > Local environmental quality (increased noise levels in the vicinity of the link road)
    - > Climate change (increased area of impermeable ground surface increases the risk of flooding)
    - > Land and soil quality (break up/loss of agricultural land)
    - > Local air pollution and increased noise levels along the bypass
- Construction of The Mersey Gateway: A Second Mersey Crossing at Runcorn would potentially have highly significant adverse effects on the Mersey Estuary sites of nature conservation importance (SSSI, SPA and Ramsar Site).
- Construction of the Second Mersey Crossing Scheme may also have significant adverse effects on the water quality within the River Mersey and the Mersey Estuary and on landscape character and visual amenity by altering the setting and views of the existing Silver Jubilee Bridge, a recognised land mark for Merseyside and the North West.

MITIGATION MEASURES

3.110 A range of measures were suggested to reduce or prevent the potentially negative effects identified by the Strategic Environmental Assessment (SEA) and Health Impact Assessment (HIA). The SEA and HIA also identified opportunities to improve the local environment or to increase the benefits of the LTP on the general public and human health.

Programmes for Action: Mitigation Measures

Development of Liverpool Ports and Ferry Terminals:
• Carry out an Appropriate Assessment as required under the Habitats Directive to determine whether the programmes for action would have highly significant or significant adverse effects on the River Mersey sites of ecological importance (Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar Site).
• Undertake a Water Quality Assessment to determine whether the programmes for action would have significant adverse effects on water quality.

Park and Ride Schemes:
• Carry out Environmental Impact Assessments to determine whether land take associated with the park and ride schemes would have significant adverse effects on biodiversity, landscape and visual amenity, noise levels and flooding.

Major Schemes: Mitigation Measures

Hall Lane Strategic Gateway, Edge Lane/Eastern Approaches and the Highway Agency's Switch Island Highway Improvements Scheme:
• Introduce speed reduction initiatives.
• Provide priorities for buses, pedestrians and cyclists and ensure that future traffic growth does not reduce the effectiveness of those priorities.
• Monitor traffic levels for each of the schemes to identify any increases in traffic volumes. This will allow measures to be put in place to prevent future congestion.
• Work with other Local Authorities (Liverpool and Sefton) and other interested parties to deliver environmental improvements along these transport corridors to improve their attractiveness and encourage economic investment.

Thornton – Switch Island Link and Liverpool John Lennon Airport (LJLA) Eastern Link:
• Undertake an Environmental Impact Assessment (EIA) of each of the schemes to determine whether the scheme would have a significant adverse effect on cultural heritage, biodiversity, landscape character and visual amenity, land and soil quality, and water quality. The EIA will also need to assess whether the presence of the link roads will have significant adverse effects on local air quality, local environmental quality (noise) and climate change (increased risk of flooding).

- Speed reduction and traffic calming initiatives should be put in place
- Establish bus, cyclist and pedestrian priorities as integral parts of the schemes.
- Implement noise reduction measures along the A5036 (Thornton to Switch Island Scheme).
- Promote landscaping and environmental improvements along the A5036 (Thornton to Switch Island Scheme) to improve the attractiveness of the route.
- Look at measures to improve public transport access to the airport (such as Merseytram Line 3) and to discourage journeys by private car (such as car parking prices).

The Mersey Gateway: A Second Mersey Crossing
- Carry out an Appropriate Assessment (as required under the Habitats Directive) to determine whether the scheme would have highly significant or significant adverse effects on the River Mersey sites of ecological importance (Site of Special Scientific Interest (SSSIs), Special Protection Area (SPA) and Ramsar Site).
- Undertake an assessment to determine whether the scheme would have a significant adverse effect on local water quality.

Proposed LTP Improvements

- Improve the effectiveness of Park and Ride schemes by utilising the existing road network as well as the rail network. This could be achieved by maximising the improved priorities for buses.
- Ensure ticketing and marketing initiatives focus on providing better information about public transport to the private car users as well local residents that do not have access to a car.
- Promote the health benefits of walking and cycling to the private car users as well as local residents currently experiencing poor health, or living in areas of high social deprivation.
- Develop a cycle network infrastructure that would benefit local people and commuters.
- Improve road safety by implementing a Speed Management Strategy.

CONCLUSION

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

SEA and HIA Conclusions

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

3.112 The implications of the SEA and HIA conclusions for the LTP are discussed in Figure 3.12 Below.

Figure 3.12 LTP Actions Arising from the SEA/HIA

SEA and HIA Results	Action for the LTP
If implemented successfully the LTP programmes for action will be vital for improving the public transport network of Merseyside, improving access to services and employment for residents that do not have access to a car, promoting healthier lifestyles and managing the flow of traffic to reduce congestion.	It is essential to ensure the successful delivery of the programme of public transport improvements throughout the LTP. This may be affected by the potential difficulties in delivering the three-line tram network. In the event that the tram network is not delivered, an appropriate mix of alternative public transport improvements will be needed to ensure that the LTP and SEA objectives are achieved.
However it has to be accepted that there is likely to be a time delay between building the infrastructure to support regeneration which will lead to increases in travel demand, and the implementation of improved public transport and other measures to address travel demand. The issue is how to deal with this risk.	Chapter 7 outlines our approach to managing traffic growth and the impact of congestion, particularly in relation to regeneration led travel demand. Our Smarter Choices and Network Management proposals outlined in chapters 6 & 7 are critical to our *managing for growth* strategy. We will also be seeking effective and timely delivery of public transport improvements.
It is clear that there is a need to address the balance between accommodating traffic growth and restraining growth in private car use. The impacts on social, environmental and health objectives clearly depend on volume of traffic. Therefore to ensure positive health and environmental impacts are delivered the increased travel demand brought about through regeneration must not be met by increased private car use.	While this is accepted and is at the heart of our balanced approach to managing for growth, the evidence base from transport modelling indicates that some traffic growth is inevitable. The LTP target set for traffic growth to the City Centre accommodates some increase in traffic, but meeting this target is dependent on implementing the traffic management measures outlined in Chapter 7.
Public transport must therefore be developed to meet the needs and demands of the private car user as well as the existing users of public transport.	The Single Integrated Public Transport Network is the centrepiece of our strategy. It is described in chapter 6. The revised bus and rail strategies address the key priorities.
The health benefits of walking and cycling need to be promoted to the private car users as well as residents with poor health. This is important for encouraging private car users to use more sustainable travel modes.	The second LTP sees a major investment in the Smarter Choices programme. As part of this, we will continue to work proactively with the health sector to link the transport and health agendas. Chapter 6 describes this.

SEA and HIA Results	Action for the LTP
To attract the 'private car owner', public transport, and other travel alternatives that will be implemented as part of the LTP need to be an attractive, convenient and economically viable alternative to the private car.	One of the aims of the revised bus and rail strategies is to make public transport more attractive, convenient and accessible but the main factors determining the relative cost of public transport and private car use are outside our direct control.
One option for consideration is the use of road based Park and Ride schemes. The Park and Ride schemes identified in the LTP are focused on the existing railway system. However, these locations may not be convenient for private car owners. There may be the need to consider a mixture of Park and Ride schemes that use both the rail and road network to give the private car owner more choice and flexibility.	Bus based Park and Ride is being actively examined but there are major concerns about the availability and cost of land and the attractiveness of non-rail based solutions.
The HIA assessment noted that there was an absence of a speed management strategy and that this is very important for improving road safety across Merseyside.	A speed reduction strategy has been incorporated into the road safety strategy and is set out in greater detail in Chapter 10.
The HIA has also identified that there is a need to develop a cycle network infrastructure to ensure that cycling can be developed as a viable and practical alternative mode of transport.	We recognise the importance of cycling and the role it can play in the Smarter Choices programme. Our approach and priorities for cycling are set out in Chapter 6. However, the Partners are concerned about lack of progress in creating greater cycle usage during LTP1, partly due to the lack of political support and/or lack of financial resources. These must be addressed if LTP2 is to demonstrate greater success in promoting cycling.

SEA STATEMENT

The SEA Regulations require a statement to be provided describing how the results of the SEA have been incorporated into the LTP. This Statement will also summarise the feedback from the statutory consultees.

1. A Strategic Environmental Assessment has been carried out in accordance with the SEA Regulations on the Merseyside Provisional Local Transport Plan 2006-2011. The Environmental Report was published and made available for public consultation in November 2005. A copy was also sent to the statutory consultees.

2. No response was received from English Nature or the Environment Agency. The Countryside Agency had no comments on the document and English Heritage provided some recommendations in relation to cultural heritage, historic environment and public realm, including specific recognition of the World Heritage Site Management Plan.

3. The main conclusion of the SEA was that the LTP would have mainly positive impacts on the environmental objectives, assuming that all the measures proposed were successfully delivered.

4. Some concerns were identified in relation to specific scheme proposals and these will be addressed through the individual appraisal, design and implementation of the specific schemes. The final LTP commits the partners to best practice in scheme design, planning and delivery.

5. The SEA also identified other issues where the LTP could be improved and make a greater contribution to the environmental objectives. These have been taken into account in the final LTP.

6. Specifically, significant changes between the final LTP and the provisional LTP are as follows :
   • The five key delivery themes have been modified to directly reflect the LTP objectives. This has resulted in the inclusion of a delivery theme for 'Protect and enhance the environment'.
   • The draft strategies for accessibility, bus, rail, cycling and pedestrians have been enhanced since the provisional LTP, strengthening the Smarter Choices element of the LTP and providing greater concentration on effective delivery.
   • The LTP programme has been reviewed against the performance delivery targets to prioritise the differing elements of the programme and ensure that the LTP is successful in meeting its targets.
   • A speed reduction strategy has been incorporated into the road safety strategy in response to a direct recommendation of the SEA.
   • The proposals to improve rail freight capacity have been accelerated and will contribute to managing road freight movements.

- Liverpool's Air Quality Action Plan is being reviewed following public consultation and further modelling and has been incorporated into the final LTP.
7. In addition, the LTP partners are committed to the following actions in LTP2 in order to achieve the environmental objectives.
    - Development and adoption by all partners of a sustainability appraisal method for LTP projects.
    - Develop and adoption of sustainable design guidelines for new projects.
    - Development and adoption of standard code of practice for management of highway works and new construction.

Shaping the Strategy – Summary of Key Issues

- The LTP must be clearly linked to the RSS, Regional Transport Strategy and emerging Liverpool City Region agenda. In preparing their Local Development Frameworks, local authorities will support the LTP vision and objectives in order to better integrate land use planning and transport.
- The RSS and RTS support this approach, and the City Region response to these recognises the importance of transport to the regeneration of the area.
- The Liverpool City Region Development Plan (LCRDP) and emerging Action Plan place a strong emphasis both on the need for improved infrastructure to support the key economic drivers including the Mersey Ports, Liverpool John Lennon Airport and Liverpool City Centre, but also on supporting measures to assist linking communities with opportunities.
- The importance of transport to support the wider Merseyside agenda around health, education and employment is clearly recognised.
- Extensive consultation has revealed a broad measure of support for these measures. Accessibility to opportunities is seen as the major priority. There is less consensus on the need to address congestion, although there is increasing support that it will need to be addressed at some stage.
- The SEA and HIA are broadly supportive of the strategy emerging from the regional and Merseyside agendas, and support the general stakeholder views of the need to promote accessibility and public transport.
- However, the SEA does point to a number of potentially damaging consequences of unconstrained traffic growth and their particular impacts on disadvantaged communities.

Our conclusions are that our strategy for managing growth has to be addressed through a balanced approach summarised below in Figure 3.13

Figure 3.13 - The Balanced Approach – Managing For Growth

Increasing Economic Activity and Prosperity

Increased Travel Demand

Car

Public/Other Transport/ Smart Choices

• Efficienct Highway
• Balanced Parking
• Efficient Business/Leisure Travel
• Efficient movement of goods

Increased Use

Greater Capacity ← Investment

• Congestion Free
• Good Air Quality
• Good Environmental Conditions
• Equality of Travel Opportunity for all

3.113 Our longer term strategy is therefore based upon the requirement to *manage for growth* of increasing demand for travel and provide efficient movement for people and goods

3.114 It envisages:-

(i) Continuous improvement to the capacity and efficiency of the transport network, based on the best means of delivering our objectives to the safe movement of people and goods.

(ii) Ensuring equality of travel opportunity for all by setting out in the Access Plan a programme of action to ensure all members of the community have equal access to opportunities and services.

(iii) Continuously improving the links between transport and land use and locational choice, in ways that support the efficient movement of people and goods.

(iv) Creating a well connected region in terms of our links to neighbouring areas and beyond, and within the Merseyside and wider city region. This may involve consideration of wider joint planning for future LTPs.

(v) Improving and enhancing the single integrated public transport network, to make it affordable and accessible to all, and enhancing capacity to support connectivity and alternatives to private car use.

(vi)   Managing demand for travel, by ensuring that the transport network operates efficiently in support of the areas continuing regeneration, and minimises the impact on the environment, contributes to addressing climate change and does not impact on people's health.

(vii)   Creating a safe and secure travel environment, by continuously improving the level of accidents on the highway network, and ensure personal security across all modes.

(viii) Providing the community with informed choices through continuous communication about travel options that are available, and the need for change to be understood.

Shaping the Strategy

Before setting out the five year programme to help us address the longer term strategy and setting targets to meet our objectives and measure our progress, it is important we understand the impacts of the changes we anticipate in Merseyside, and the impact they may have on transport demand.

This will also help us to decide upon the best shape of our programme and investment priorities.

Assessing the Impact of Change

Chapter 4: Assessing the Impact of Change

LOCAL TRANSPORT PLAN

MERSEYSIDE

Chapter 4

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

Intoduction and Background

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

Key issues from the current situation

• Car ownership and use continues to rise. Rail patronage is growing but bus use continues to decline, albeit at a slower rate than when our first LTP was submitted.

• Population is stabilising and employment is growing. Economic prospects are good. Unless economic growth and growth in car usage are decoupled this will increase car use.

• Merseyside has persistent and entrenched levels of economic inactivity and worklessness in some areas. There is a clear role for the transport network to help address social inclusion.

• The importance of high quality transport for Merseyside's continued growth and regeneration is recognised across the sub-regional partnership and reflected as a priority in the City Region Development Plan.

• The Mersey Ports, Liverpool John Lennon Airport and the City Centre are identified as the three major economic drivers for Merseyside. Capital of Culture in 2008 provides a key short term focus particularly for the City Centre. The growth and development of these three locations will have major transport implications.

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

4.4   Great care has been taken to ensure the integration of planning, demographic, and economic assumptions used in the MSM with work undertaken in developing the LCRDP.   Additional work has been undertaken specifically for the LTP assessing likely changes in employment at key locations, allowing changes on transport demands to be assessed. In addition, Chapter 3 described how through the Regional Economic Strategy (RES), the NWDA have designated a number of key development sites within the Liverpool City Region.

4.5   We have also described in Chapter 3 how Liverpool City Centre, John Lennon Airport and the Mersey Ports are considered to be the main economic drivers of the Merseyside area over the next five years, and strong growth is also anticipated in a number of the Strategic Investment Areas.

City Centre

4.6   By 2015, the City Council hope that Liverpool will be in the top 20 European city region destinations with an annual visitor spend of £1.8 billion. This is based on the following:
- The Liverpool One retail development and Kings Dock development due to open on 2008.
- The legacy of Capital of Culture in creating jobs in creative and tourism sectors, and attracting in excess of 11 million visits to Liverpool in 2008 and in the longer term.
- Gross added value within the City is forecast to increase by £1.6 billion (2000 prices), or 24%, between 2005 and 2011, and reach £8.4 billion by the end of the ten-year period.
- The overall level of employment within Liverpool between 2005 and 2015 is forecast to grow.

4.7   The particular issues concerned with the City Centre are described further in Chapter 7.

Liverpool John Lennon Airport

4.8   Figure 4-1 illustrates projected passenger growth of Liverpool John Lennon Airport. The airport currently employs about 2,500 staff, which will grow in line with increasing passenger numbers.

Figure 4-1: Projected Passenger Growth at LJLA

Year	Passengers
2006	5.3m
2008	6.5m
2016	10m

The Mersey Ports

4.9　Both the Northern Way and NWDA are formulating wider Ports strategies, which are anticipated to support improvements to the Port of Liverpool. Chapter 3 described the work being undertaken by Mersey Maritime in the Liverpool Port strategy. The NWDA's Consultation Draft – England's Northwest Regional Economic Strategy, has identified transport and infrastructure improvements to access the Port of Liverpool as one of the crucial issues to be addressed.

4.10　Figure 4.2 shows predictions for growth in Non Pipeline Freight up to 2016:

Figure 4.2 – Projected growth at Port of Liverpool

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

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

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

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

Southport

4.13　We are also paying particular attention to Southport, which Sefton and the NWDA are promoting as a 'Classic Resort' and have identified it as a key element of the North West Coastal Strategy.

4.14　In 2003, Southport attracted nearly 5.7m adult visitors, spending over £190m. The aim is to increase visitor numbers by 30% to 7.4 million per year over the next ten years through an action plan of new high class accommodation, expanded cultural offer, quality visitor attractions and public realm improvements. It is recognised that reliable external links, quality gateways and internal links and enhancements to public realm will be required.

Future Economic Prospects

4.15 Detailed research was undertaken to improve the information base available to us on the future pattern of economic development in Merseyside. Employment projections were developed for specific local areas in Merseyside, consistent with scenario projections produced in Spring 2005 for the Liverpool City Region Development Plan (LCRDP).

4.16 The specific areas are:
- The seven Strategic Investment Areas (SIAs)
- Liverpool City Centre
- Liverpool John Lennon Airport
- Mersey Ports

4.17 Projections were produced for a number of scenarios and the one known as Project Delivery has been used as the central case for modeling work to support this LTP.

4.18 The baseline scenario assumed that the past performance of industries in the Liverpool City Region, relative to those same industries in the North West or UK as a whole, will continue to hold in the future. Thus, if a particular industry has tended to outperform the North West or UK average in the past, we assume it will continue to do so in the future.

4.19 Given the recent historical (data are for 1981 onwards) performance of the Liverpool City Region economy, the assumption of a continuation of past relative performance is considered a rather pessimistic one. Also, the baseline projections do not explicitly take account of additional employment gains that are expected to be seen in the near future from development projects that have been given the go-ahead, and which may be expected to deliver employment gains over and above those expected from 'normal' development in the economy. The baseline scenario is therefore a starting point from which the alternative scenarios were developed.

4.20 The Project Delivery scenario built on the baseline projections by taking into account committed major development projects that are known to be taking place.

4.21 The information on these projects was provided by the relevant local authorities. Only projects that were considered certain to go ahead were included within the scenario. Thus, if projects had not received planning permission, they were not included in the scenario. Even though this scenario shows significant growth (see below), it is also conservative as it is known that there are a number of other development proposals, which as yet cannot be treated as committed, but which will lead to further growth in population, employment and trip making.

4.22 Projects in Merseyside which were assumed to lead to net additional jobs in the LCRDP Project Delivery scenario included:

- Liverpool
  - > European City of Culture (900 jobs in retailing, hotels & catering and other leisure services)
  - > Creative industries cluster (3,000 jobs in life sciences, computing and electrical engineering)
  - > Airport expansion (490 jobs in transport services)
  - > Waterfront development (4,060 jobs in retailing, hotels & catering and other leisure services)
  - > Paradise Street (Liverpool One)(4,160 jobs in retailing)
  - > SIAs (7,000 jobs, additional to those listed above, in a wide range of sectors including retailing, light industrial manufacturing, business services, printing and other transport services)
- Knowsley
  - > Knowsley Development Partnership Phase 2 (400 jobs in light manufacturing)
  - > Getrag Ford (700 new jobs in motor vehicles)
  - > Halewood (1,000 new jobs in motor vehicles)
  - > CTP Huyton redevelopment (500 jobs in retail)
  - > Alchemy Business Park (780 jobs in light industry)
- Sefton
  - > Atlantic Gateway SIA (400 jobs in supporting business services)
  - > Southport Action Plan (1,070 jobs in hotels & catering)
  - > Various major retail developments (1,200 jobs)
  - > Littlewoods (300 jobs in supporting business services)
- St Helens
  - > Lea Green Farm East (160 jobs in miscellaneous services)
  - > West Point (200 jobs in retailing, hotels & catering and other leisure services)
  - > AC Complex (180 jobs)
- Wirral
  - > Gateway Park (475 industrial jobs)
  - > Various other smaller scale industrial projects

4.23 Under this scenario, total employment in Merseyside is expected to grow by around 0.1% pa over 2005-11, much slower than the growth of 1% pa estimated for 2001-05, due to a poorer projected performance in distribution, hotels & catering, financial and business services, and government and other services. The employment growth is expected to be driven by services, and in fact employment in all other sectors of the economy, especially manufacturing, is projected to decline over this period. The strongest growth (1% pa) is expected in financial and business services. In terms of occupations, employment in Merseyside is expected to continue the move away from lower level occupations towards higher level ones. Thus, employment in elementary occupations is expected to decline by almost 4% pa over 2005-11, while employment of managers and senior officials is expected to grow by 2.5% pa.

4.24 Among the districts within Merseyside, Liverpool and Wirral are expected to see little change in overall employment over 2005-11, while employment in the remaining districts is expected to grow by 0.2% pa over the same period. This represents a slowing of employment growth in all districts, but especially so in Sefton, which is estimated to have seen growth of 2% pa over 2001-05.

4.25 Among the Strategic Investment Areas (SIAs) and Local Transport Plan (LTP) areas, the St Helens Regeneration Corridor is expected to see employment grow by 0.3% pa over 2005-11, similar to the growth estimated over 2001-05. Areas that are estimated to have seen fairly rapid increases in employment over 2001-05, such as Kirkby/Gillmoss SIA and Wirral Employment Corridor SIA, are projected to see a slight decline in employment over 2005-11 in this scenario.

Figure 4.3: Employment in Merseyside-Baseline

	2001	2005	2011	'000 2015
Merseyside	582.6	606.0	609.2	613.2
Local Authority				
Knowsley	60.2	61.4	62.0	62.0
Liverpool	233.4	240.4	240.9	241.9
St Helens	71.4	72.6	73.3	74.7
Sefton	109.7	118.7	119.8	120.7
Wirral	108.0	112.9	113.1	113.9
Strategic Investment Area				
Liverpool City Centre	107.7	111.8	112.9	113.7
Eurogateway/Atlantic Avenue	129.0	127.8	128.4	129.0
Kirkby/Gillmoss	46.2	51.8	51.6	51.6
Huyton	11.1	11.4	11.4	11.5
St Helens Regeneration Corridor	43.5	44.0	44.8	45.9
Speke/Halewood	26.1	26.6	26.4	25.9
Wirral Employment Corridor	57.5	63.6	63.4	63.7
Eastern Approaches	27.5	27.3	27.4	27.6
LTP Area				
Liverpool City Centre	97.7	100.5	101.4	102.1
Liverpool John Lennon Airport	12.6	12.2	11.9	11.8
North Shore Ports	92.8	85.9	86.4	86.9
South Shore Ports	25.7	26.4	26.4	26.6

	2001-05	2005-11	% pa 2011-15
Merseyside	1.0	0.1	0.2
Local Authority			
Knowsley	0.5	0.2	0.0
Liverpool	0.7	0.0	0.1
St Helens	0.4	0.2	0.5
Sefton	2.0	0.2	0.2
Wirral	1.1	0.0	0.2
Strategic Investment Area			
Liverpool City Centre	1.0	0.2	0.2
Eurogateway/Atlantic Avenue	-0.2	0.1	0.1
Kirkby/Gillmoss	2.9	-0.1	0.0
Huyton	0.8	0.0	0.1
St Helens Regeneration Corridor	0.3	0.3	0.6
Speke/Halewood	0.6	-0.1	-0.5
Wirral Employment Corridor	2.6	-0.1	0.1
Eastern Approaches	-0.2	0.1	0.1
LTP Area			
Liverpool City Centre	0.7	0.2	0.2
Liverpool John Lennon Airport	-0.8	-0.4	-0.2
North Shore Ports	-1.9	0.1	0.1
South Shore Ports	0.7	0.0	0.1

4.26 The Project Delivery scenario builds on the Baseline scenario, but incorporates information on 'known' projects that are expected to lead to employment increases over and above those expected from trend projections. The prospects for employment in this scenario are therefore much more optimistic than in the Baseline scenario.

4.27 The key projects included in this scenario amount to an extra 41,000 jobs in Merseyside by 2011. Employment growth in Merseyside is therefore boosted to 0.8% pa over 2005-11. This is still slower than the growth estimated over 2001-05, but the implied average rate of growth over 2001-11 as a whole (1.1% pa) is a substantial rate of growth to maintain over a ten-year period.

4.28 The impact of various projects can be seen in the results for employment by industry. For example, employment in distribution, hotels and catering is expected to grow by 1.2% pa over 2005-11, compared with no growth in the Baseline, due to projects such as Liverpool One and the Waterfront development. Employment in financial and business services is also expected to grow by 2.2% pa over 2005-11, compared with 1% pa in the Baseline, due to projects such as the Sentinal/Unity, St Paul's Square and Estuary Commerce Park developments in Liverpool, and various business parks in Sefton.

4.29 The location of these projects within the SIAs and LTP areas, therefore, also has a significant impact on employment in these areas. Speke/Halewood SIA, and Liverpool City Centre are both expected to see employment growth of 2% pa or higher over 2005-11 in this scenario. Likewise, Liverpool John Lennon Airport is expected to see growth of 1.4% pa over the same period.

Figure 4.4: Employment in Merseyside – Project Delivery

	2001	2005	2011	'000 2015
Merseyside	582.6	618.2	649.9	655.7
Local Authority				
Knowsley	60.2	64.1	67.0	67.0
Liverpool	233.4	248.2	269.8	272.6
St Helens	71.4	72.7	74.8	76.1
Sefton	109.7	119.7	123.5	124.4
Wirral	108.0	113.5	114.8	115.6
Strategic Investment Area				
Liverpool City Centre	107.7	113.6	128.2	130.8
Eurogateway/Atlantic Avenue	129.0	129.3	131.0	131.7
Kirkby/Gillmoss	46.2	54.1	56.1	56.1
Huyton	11.1	11.9	13.0	13.1
St Helens Regeneration Corridor	43.5	44.1	46.1	47.2
Speke/Halewood	26.1	29.7	34.6	34.1
Wirral Employment Corridor	57.5	64.1	65.0	65.2
Eastern Approaches	27.5	27.9	28.6	28.7
LTP Area				
Liverpool City Centre	97.7	102.2	116.7	119.2
Liverpool John Lennon Airport	12.6	12.8	13.9	13.8
South Shore Ports	25.7	26.7	26.9	27.1

	2001-05	2005-11	% pa 2011-15
Merseyside	1.5	0.8	0.2
Local Authority			
Knowsley	1.6	0.7	0.0
Liverpool	1.6	1.4	0.3
St Helens	0.5	0.5	0.4
Sefton	2.2	0.5	0.2
Wirral	1.3	0.2	0.2
Strategic Investment Area			
Liverpool City Centre	1.4	2.0	0.5
Eurogateway/Atlantic Avenue	0.1	0.2	0.1
Kirkby/Gillmoss	4.1	0.6	0.0
Huyton	1.9	1.4	0.1
St Helens Regeneration Corridor	0.3	0.7	0.6
Speke/Halewood	3.4	2.6	-0.4
Wirral Employment Corridor	2.7	0.2	0.1
Eastern Approaches	0.3	0.4	0.1
LTP Area			
Liverpool City Centre	1.1	2.2	0.5
Liverpool John Lennon Airport	0.5	1.4	-0.2
North Shore Ports	-1.7	0.3	0.1
South Shore Ports	1.0	0.1	0.1

4.30 As noted already, however, this scenario is in itself likely to be conservative as it is limited to committed development. It is anticipated that there will be further development which have not been included in this scenario. There are proposed developments in Liverpool City Centre for the second half of the LTP period (and later) that are at the masterplan and/or conceptual stage.

Other Planned Key Events

4.31 Figure 4-5 below sets out some anticipated major local developments that will have an impact on transport demand.

Figure 4-5: Anticipated major events in Merseyside

Year	Event	Distict
2006	Golf Open, Hoylake	Wirral
2007	City 800th Birthday	Liverpool
2008	Capital of Culture	Liverpool
2008	Paradise Street Development Opens	Liverpool
2008	King's Dock Opens	Sefton
2008	Golf Open, Birkdale	Sefton
2009	Deep Water Terminal at Seaforth opens (planned)	Liverpool
2009	Opening of new Anfield (possible)	Liverpool
2010	New Airport Terminal	Liverpool

Chapter 4

Demographic Change

4.32 Population in the Liverpool City Region has been on a downward trend over the 1980s and 1990s. Recently however there are signs that the population may have begun to stabilise.

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

Figure 4-6a: Population in the Liverpool City Region

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

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

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

Source(s): ONS and Cambridge Econometrics.

Housing

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

4.35 In Merseyside, future housing growth is likely to be dominated by:
   • City Centre living in Liverpool:
     A recent report has indicated a continuing growth in this market particularly for professionals and students.
     The City Centre currently has a population of about 12,000 which could rise to 20,000 by 2010.
   • The New Heartlands Housing Market Renewal Initiative HMRI. The extent of this area is shown by Map 4-1. The programme embraces 130,000 homes and a population of 252,000.

4.36 Development in these areas is supported by Draft RSS priorities.

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

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

Map 4-1: New Heartlands HMRI
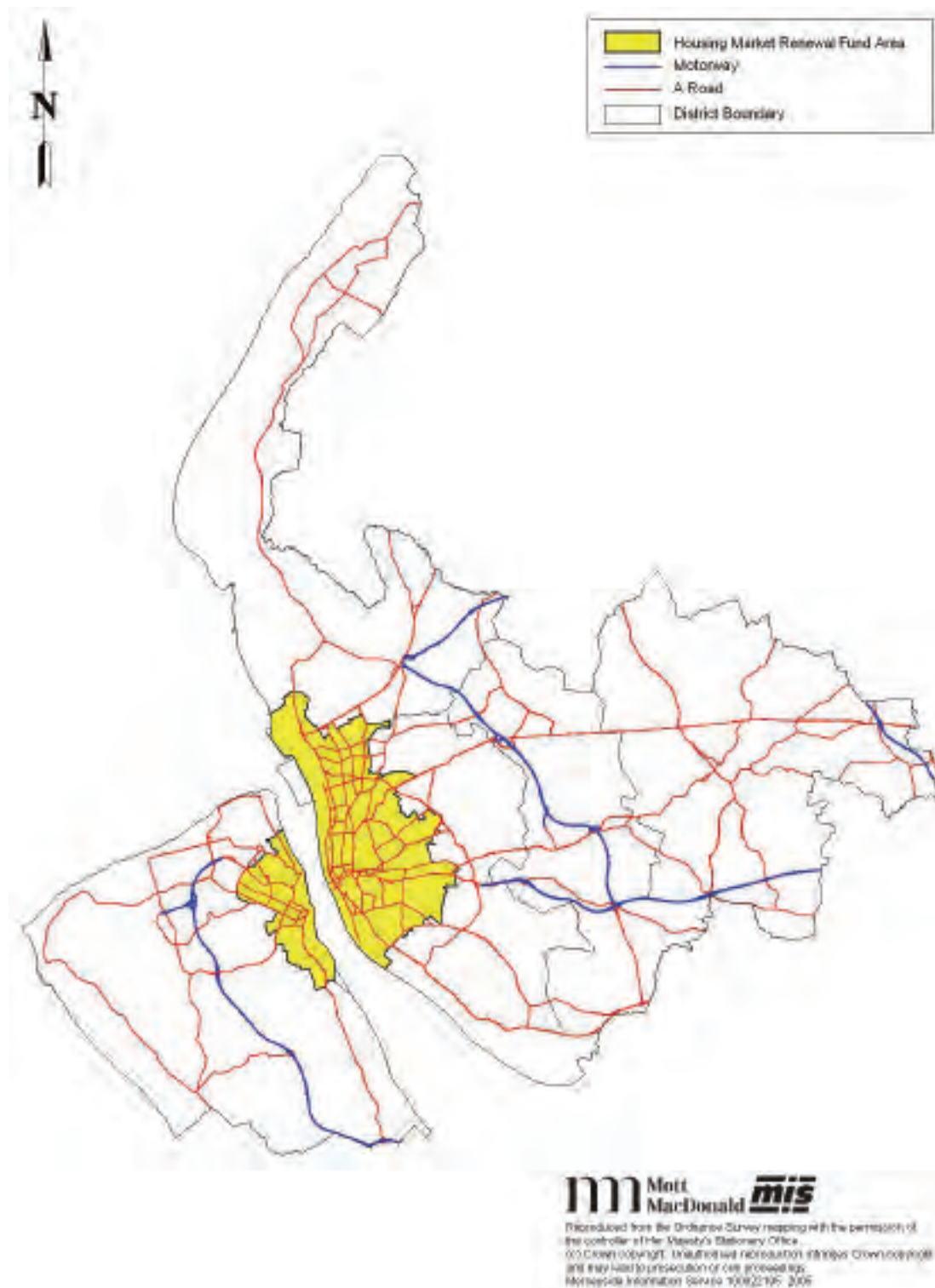
Legend:
- Housing Market Renewal Fund Area
- Motorway
- A Road
- District Boundary

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

4.40 It is also likely that the implementation of HMRI will have significant transport implications. The HMRI initiative offers the opportunity to halt and then reverse population decline in areas well served by public transport and with historically high levels of public transport use. It offers the opportunity to promote public transport friendly, high density proposals. However, there is also the risk that the redevelopment proposals promote increased car dependency and use and this highlights the importance of ensuring that HMRI proposals are fully integrated with our LTP objectives.

Implications of trends in population and housing

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

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

4.43 Maps 4-2 and 4-3 following, illustrate the spatial distribution of housing development within the City region. This distribution of developments that were completed over a five year period between 1998 and 2004 suggests that the demand for new housing supply has tended to take place along the main transport networks with an East –West (M62) axis emphasis. This runs from the Wirral through central Liverpool towards St Helens and Warrington. Along this axis the largest concentration of new developments has taken place, with some of the largest housing developments of 150 plus units. Liverpool City Centre, parts of Knowsley and St Helens and Warrington all display evidence of such development activity.

Map 4-2: Housing Completions since 1998
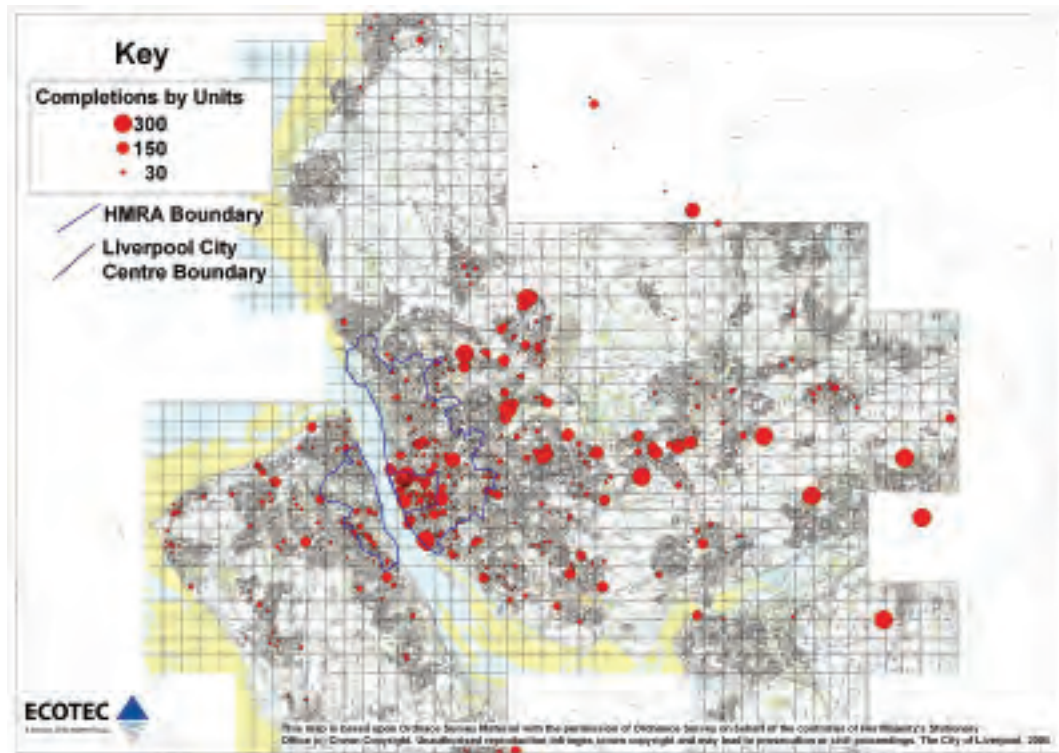
(Source: HMRI)

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

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

Map 4-3: Potential New Housing
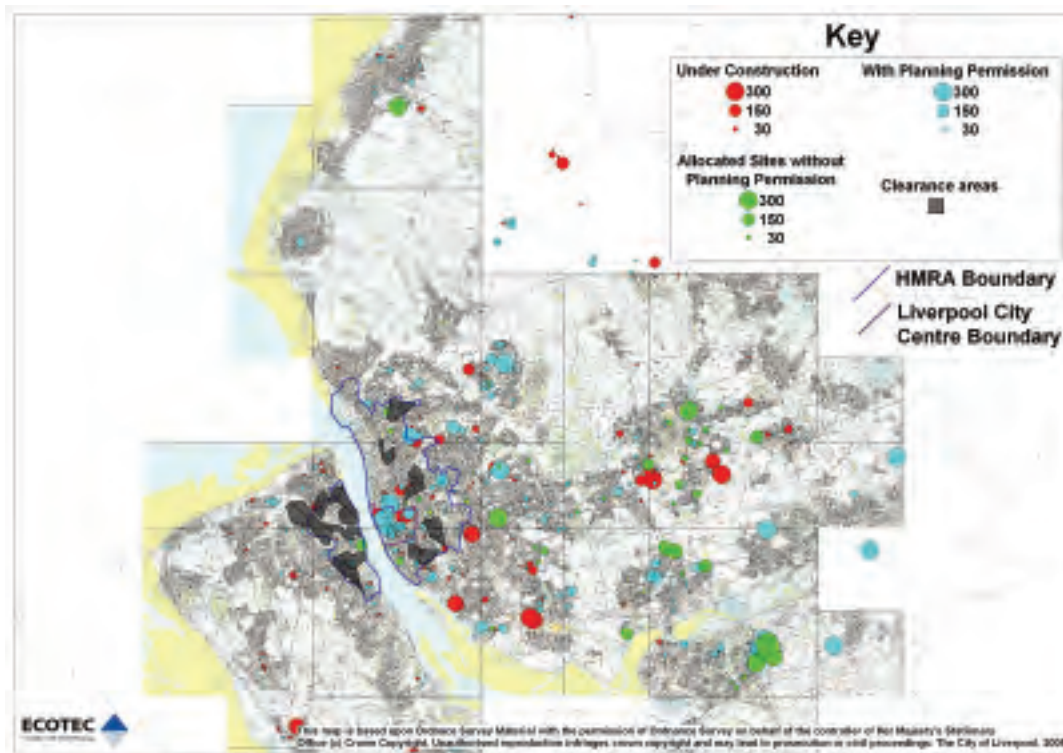
(Source: HMRI)

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

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

Chapter 4

Car Ownership and Traffic Growth

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

Figure 4-7: Car Ownership and Traffic Growth - Trends and Forecasts

Legend:
- Observed DfT Traffic Levels in Merseyside
- Merseyside Licensed Vehicle Records
- NRTF/Tempro Central growth projection of Traffic levels in Merseyside
- Tempro projection of Cars in Merseyside
- NRTF/Tempro Low growth projection of Traffic levels in Merseyside
- NRTF/Tempro High growth projection of Traffic levels in Merseyside
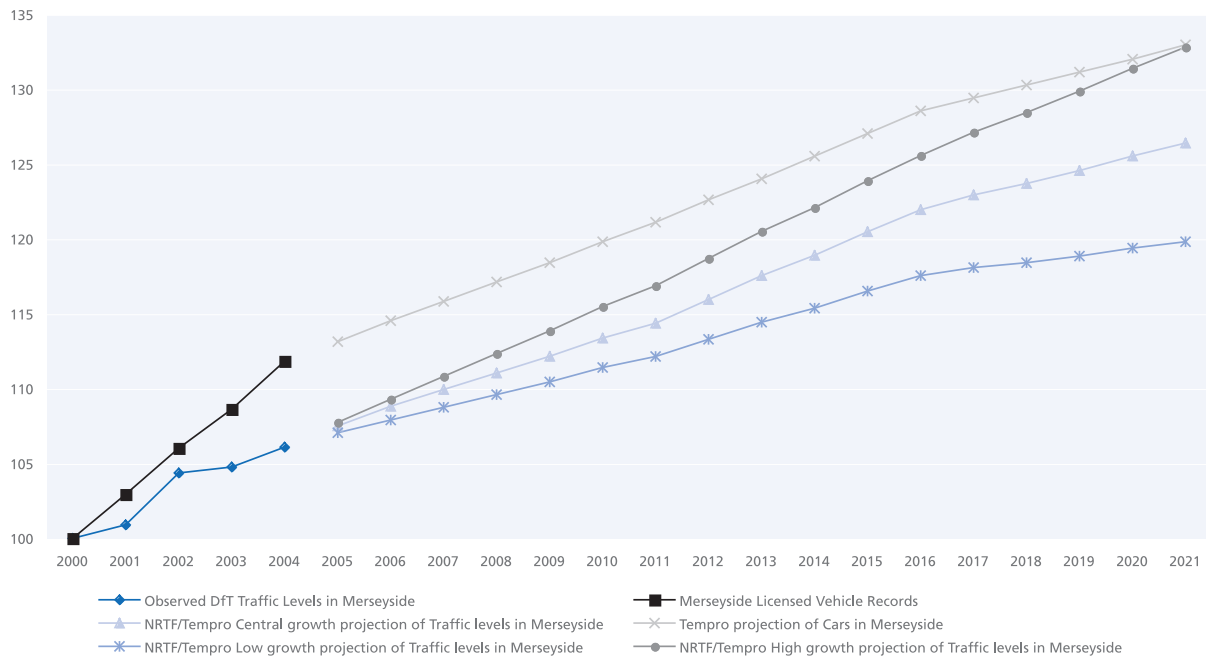
The Merseyside Strategic Model

4.49 The combination of increasing car ownership and traffic growth coupled with increasing economic activity and changing demographic and housing patterns will undoubtedly have an impact on traffic levels.

Approach

4.50 The Merseyside Strategic Model (MSM) has been developed to meet the aim of combining transport modelling with land use, business activity and population, simulating how these all interact through time. Given future planning aspirations it can estimate the impact on demand for transport; or, given changes to the transport infrastructure and service levels, it can then estimate the impact on travel patterns and, in the longer term, the impact of where new business or residential activity is likely to occur. The current model only deals with travel to work trips. This is because its primary function was to look at the relationship between transport and economic activity, and the ability to recruit was known to be one of the most important factors. Therefore all output is for travel to work only.

4.51 The model is built on the extensively researched, refined and partnership agreed evidence base described earlier.

TESTS AND RESULTS

4.52 Many model runs and tests were undertaken as part of the development of the plan. A full description of the Model and the modelled scenarios is provided in Appendix Eighteen. The simplified summary results that follow refer to the following four scenarios (with main assumptions also described):

4.53 Scenario 1

4.54 City Region Partnership agreed Base plus "Project Delivery"
   • Employment forecasts and Housing Market Renewal Initiative modeled. This represents the agreed view of development as set out earlier in this Chapter.
   • 1.1% p.a. growth in car ownership for LTP2 period.
   • Continuation of previous basic transport policy and interventions - no new interventions.

4.55 Scenario 5a

4.56 As Scenario 1 plus;
   • Part of our proposed package of measures for the next five years as set out in Chapter 5. This includes - enhanced Park and Ride provision, extensive bus improvements, including bus priority measures, rail service improvements, supported by a smart choices programme.

4.57 Scenario 5d

4.58 As Scenario 5a but with the demand management measures we are proposing to be delivered through Liverpool City Centre Parking Strategy including Off Street Public Parking Cap, Air Quality Action Plan, the implementation of the proposed Supplementary Planning Document and an enhanced programme of smart choices. This represents the full range of our proposals and investment programme.

4.59 Scenario 5k:

4.60 As Scenario 5d except;
  • More stringent demand management measures placing further direct restrictions or costs on vehicles entering the city centre.

MSM FORECASTS: MERSEYSIDE 2006 TO 2011

4.61 Figure 4.8 summarises the anticipated changes in population, and employment across Merseyside.

Figure 4.8 Modelled Change to Employment Population and Traffic on Merseyside

	Scenario 1		Scenario 5a		Scenario 5d		Scenario 5k	
	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change
Population	+49,637	3.6%	+50,696	3.6%	+50,754	3.6%	+50,426	3.6%
Employment	+18,804	3.0%	+19,138	3.1%	+19,174	3.1%	+18,579	3.0%
Vehicle Kilometerage	+184,697	4.9%	+176,302	4.7%	+157,017	4.2%	+150,358	4.0%

4.62 Merseyside wide the model forecasts population growth of around 3.5% between 2006 and 2011. This appears an over estimate given current demographic trends and is being examined further. MSM forecasts employment growth of 3% over the same period amounting to close to 20,000 additional jobs created in Merseyside between 2006 and 2011. This is in line with projections. There is also evidence that the transport investment programme of scenario 5a and 5d has a small positive effect on Merseyside wide population and employment. In travel to work terms there is growth of around 4-5% in vehicle kilometres travelled on Merseyside roads for commuting. National data shows that travel to work, in terms of distance traveled is the most common of trip purposes, representing nearly 20% of all travel (DfT: Focus on Personal Travel 2005).

LIVERPOOL CITY CENTRE 2006 TO 2011

4.63 The model has a zoning system suitable for modeling movement across the whole sub-region, including a representation of Liverpool City Centre, in accordance with the two wards which covered the city centre in the 2001 census geography. As the transport and economic hub of the sub-region, much attention has been paid to model calibration in this area, and the results of the model are considered a robust forecast of the complex interactions between population, housing, transport and the economy. **It must be noted however that this city centre definition is wider than that used for the purposes of monitoring traffic growth to the City Centre. Map 4.4 shows this difference.**

Map 4.4 MSM and City Centre Cordon
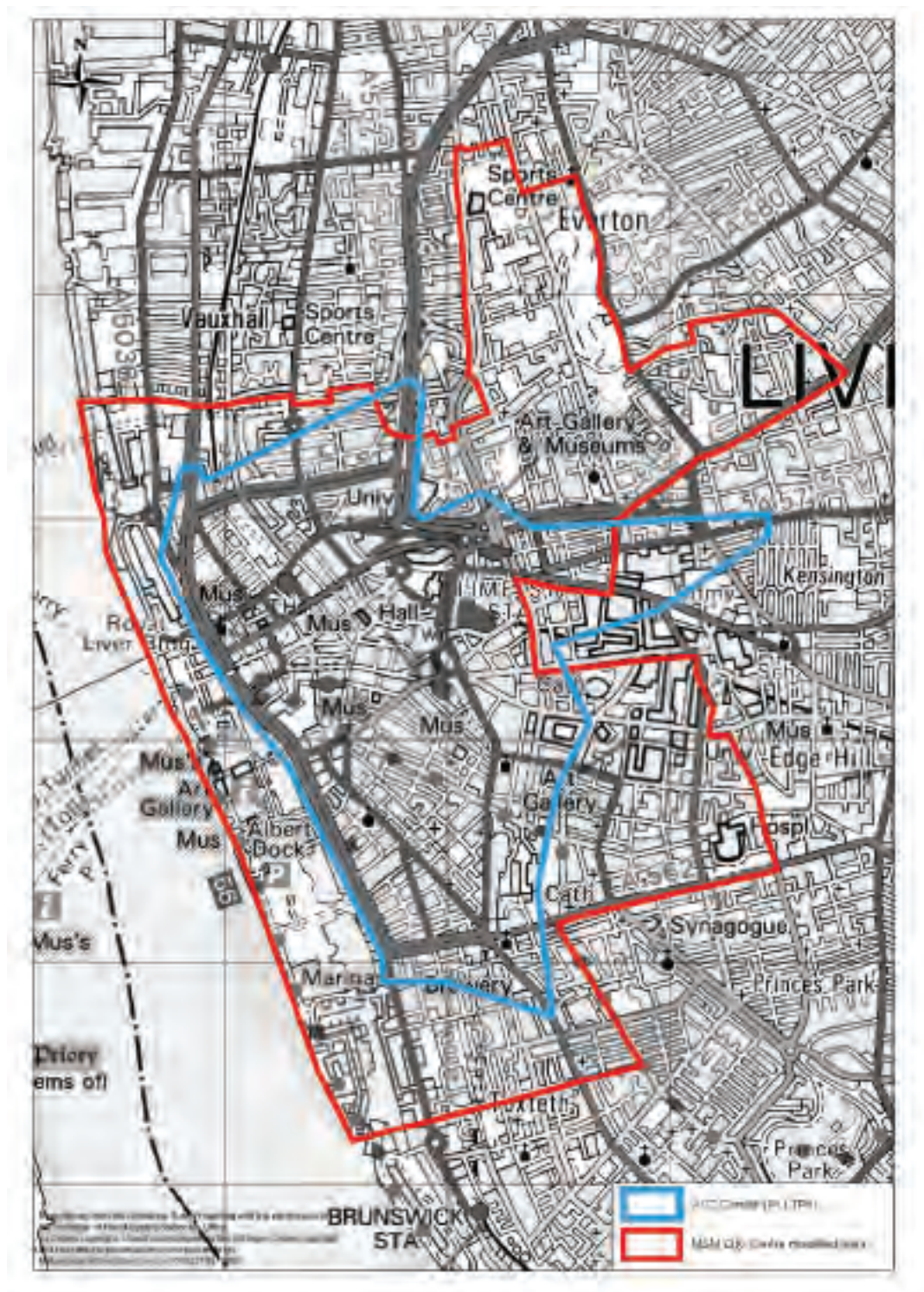
4.64 Figure 4.9 shows that the regeneration of the city centre is forecast to lead to a sharp rise in both city living and city employment. The model shows that for scenarios 5a and 5d the LTP transport improvements have only a small effect on the degree of growth forecast. The demand management measures of scenario 5d are seen to have a very small negative effect on employment, but do encourage further growth in city living.

Figure 4.9 Modelled City Centre Population and Employment

	Scenario 1		Scenario 5a		Scenario 5d		Scenario 5k	
	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change
City Centre Population	+8,363	39.5%	+8,341	39.3%	+8,413	39.7%	+8,433	39.8%
City Centre Employment	+8,981	10.4%	+9,018	10.5%	+8,861	10.3%	+8,207	9.5%

4.65 Scenario 5k however, shows a different outcome. In this scenario, modeling more stringent demand management measures, employment growth in the city centre is forecast to be around 800 jobs less than in the other scenarios.

Figure 4.10 Modelled changes to City Centre Travel

	Scenario 1		Scenario 5a		Scenario 5d		Scenario 5k	
	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change
Vehicle trips into City Centre	+5,203	12%	+4,501	10%	+2,425	6%	+1,737	4%
Bus passengers CC	+1,024	6%	+1,950	11%	+2,885	16%	+2,905	16%
Rail passengers CC	+1,165	9%	+1,288	10%	+1,726	14%	+1,714	14%
Slow mode CC	+1,437	27%	+1,223	23%	+2,059	39%	+2,714	41%
Total trips to City Centre	+8,981	10%	+9,018	10%	+8,861	10%	+8,207	10%
Change in mode split of car trips to city centre	0%	0%	-1%	-1%	-3%	-5%	0	-6%

4.66 Figure 4.10 shows the associated transport forecasts for Liverpool City Centre. Two points must be emphasized here. Firstly that this is only representative of travel to work trips. Secondly, as previously noted, this definition of city centre represents a significantly larger geography than the city centre as defined elsewhere in the LTP and used for measuring traffic across the corridor. Forecasts illustrate that *without the LTP2 policies and programmes* (scenario 1) growth in vehicle trips to the city centre is around 12%.

4.67 The rise in vehicle trips to the centre, is also in the context of a substantially greater overall number of trips to the centre, and overall mode share of trips undertaken by car remains constant. It must therefore be emphasized that this figure should not be directly aligned with growth in total traffic to the city centre, even for the AM peak.

4.68 Analysis indicates that between 7-10am travel to work trips make up 64% of all trips into the City Centre, of those trips made by car drivers/vehicles there is evidence that this figure could be as high as 80% (Source: 2005 Merseyside Household Travel Survey - provisional results).

4.69 Scenario's 5a and 5d demonstrate the strength of our transport strategy. The potential impacts of Scenario 5k with 'un-programmed' demand management measures further demonstrates that the LTP is adopting a well balanced approach through the policies and programmes modeled in scenario 5d.

4.70 Scenario 5a, with its substantial investment and improvements to the public transport offer, brings about a reduction in the forecast growth of vehicle trips to the centre whilst substantially boosting bus and rail patronage. However growth in vehicles entering the centre remains above 10% for the 2006 to 2011 period. This presents substantial challenges in terms of air quality, noise and emerging congestion issues.

4.71 However, Scenario 5d shows, how with the introduction of the complimentary demand management measures contained within our programme, a much smaller rise in vehicles entering the centre is achieved. With this LTP package modeled growth in vehicle trips is restricted to 6% during LTP2. The level of demand management required for this option is considered to reflect the stretching and significant policy and programme commitments of the LTP with regard to the Liverpool City Centre parking strategy, ambitious Travelwise programmes, Supplementary Planning Document and Air Quality Action Plan core measures.

4.72 Scenario 5k presents a position whereby vehicle trips into the city centre are restricted to a 4% growth level. It should be noted that this was the target value included in the provisional second LTP in July 2005, but before the substantial evidence base presented in this chapter illustrating greater than anticipated employment growth, particularly in the City Centre over the next five years.

4.73 However, this scenario is shown to have unacceptable consequences on the regeneration of the city centre reducing job growth by around 800 jobs. It is for this reason that in this final plan we are increasing our 4% draft target (LTP6 indicator) in the provisional Plan to a 7% target. The target has been set at a stretching 7%, not 6% for the reasons discussed above regarding the degree to which direct comparison should be made between a strategic travel to work model and all trips crossing the city centre cordon.
[Note: It should be noted that these assessments include the impact of Merseytram Line One. This will need to be reassessed as part of the Addendum report.]

Additional Modeling

4.74 In support of the strategic modeling, a separate spreadsheet model has been constructed to look in more detail at the cumulative impact of development in the heart of Liverpool City Centre, in the AM, PM, and Saturday peaks. The model is built on the development proposals set out and agreed in the partnership evidence base discussed previously. Using existing transport assessment analysis, and new trip generation modeling where required, the model examines the cumulative level of traffic being generated from the schemes across all trip purposes. [Note no information is currently available to include trip generation levels for non employment based Capital of Culture associated journeys].

4.75 Emerging analysis suggests that AM peak traffic growth generated from the full implementation of "Project Delivery" schemes could result in traffic growth of up to around 5,000 additional vehicle trips or 14% growth, inbound in the 7-10am period.

4.76 However, this analysis makes no consideration of linked trips within these development forecasts and it might be reasonable to predict a reduction in actual trip growth due to this.

Achieving the Right Balance

4.77 The MSM has allowed us to assess the impacts of the increases in employment, changing population and housing patterns, in terms of demand for travel and increases in travel across the different modes. Importantly, it has allowed us to assess our policies and strategy in terms of the impact that they may have on employment creation in Merseyside.

Chapter 4

4.78 It will be clear that throughout this Plan, a recurring theme has been the absolute priority given to continuing economic growth and job creation. We are committed to supporting a transport system that can assist this process. Equally we have to ensure that these policies and plans do not inhibit regeneration and growth.

4.79 Because of the scale of current economic and employment growth in Merseyside, it is most likely that over the lifetime of the second LTP there will be rising demand for travel and therefore an increasing travel market.

4.80 In terms of travel to work for Merseyside overall, the MSM has illustrated that our longer term strategy, and objectives and investment programme for the next five years, described in greater detail in Chapter 5, will increase bus and rail modal share, whilst maintaining the current car share of the overall market.

4.81 In terms of the City Centre, a total of 9,000 jobs are forecast to be created over the next five years; this is 50% of the total job creation in Merseyside for the period. Again, in terms of travel to work only, the MSM shows that with this anticipated employment growth, traffic levels are likely to rise by 12%. However, the implementation of the full range of interventions proposed in this LTP means that we are able to restrict this growth to 7%. This implies our proposals reduce anticipated car growth by 42%. As we describe in Chapter 5 we believe this is a stretching but realistic target.

4.82 To achieve our target will require the rigorous application of the transport SPD and parking management. However, we have previously described the limited powers we have in terms of managing car parking, because of the fact that the majority of parking is in the private sector. We also need to ensure that all partners are delivering improvements to ensure the better operation of bus services, via a range of measures including, road space reallocation, and red routes.

ACHIEVING THE CORRECT BALANCE

4.83 Figures 4.11 and 4.12 demonstrate that scenario 5d, with a combination of public transport improvements and car access demand management, provide an attractive package that maintains a high level of economic activity, and trip making to the city centre, with a more sustainable mix of transportation usage to access the centre. The net effect of this package is seen to reduce car modal share for access to the centre by around 5%. Strong growth in bus and rail patronage to the city centre are evident, with active modes also seeing substantial growth, largely due to the rise in City Centre living.

4.84 Figure 4. 11 illustrates the anticipated levels of car usage to the City Centre, whilst Figure 4. 12 shows the anticipated growth in public transport (Index 2006=100)

Figure 4.11 Anticipated levels of car use to the City Centre

Vehicle trips into City Centre - Scenario 1 ── Vehicle trips into City Centre - Scenario 5a ── Vehicle trips into City Centre - Scenario 5d

Figure 4.12 Anticipated growth in public transport use to the City Centre

Public Transport patronage - Scenario 1 ── Public Transport patronage - Scenario 5a ── Public Transport patronage - Scenario 5d
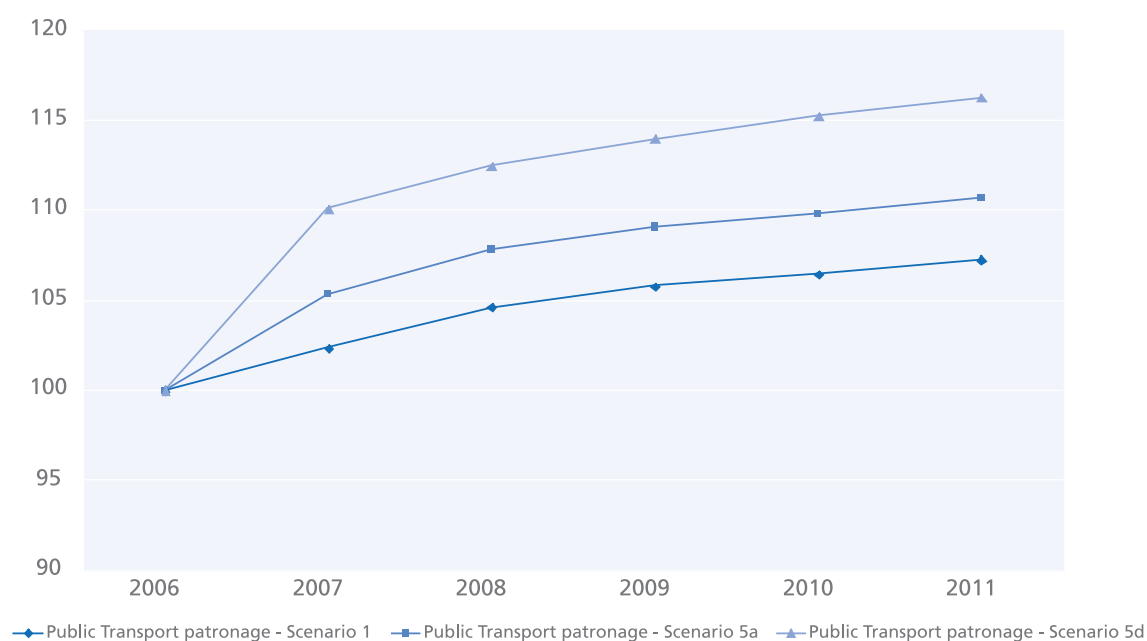
4.85 Our proposals will restrict traffic growth to the City Centre to 7%, and represent the best balance in terms of ensuring that economic growth and employment creation are achieved. By 2011 the economic position of the City Centre should be more robust.

4.86 In order to prepare for the period beyond 2011, when continuing growth will continue to push up traffic levels, we are proposing to examine the issues in greater detail and chapter 5 contains our proposals for a submission for TIF to undertake the work.

Assessing the Impact of Change - Summary

Key Issues

- The evidence base shows strong employment growth over the next five years. Over 50% of this will be within the City Centre.
- The strategic model has illustrated a range of implications in travel demand and has illustrated the most efficient package of measures to address the increased travel demand.
- For the longer term, the LCRDP report states 'the location of future jobs growth does not correspond that closely to patterns of population growth'. On this basis, closer examination will be undertaken within the Access Plan and of the evidence of population and household growth and jobs creation, to examine the need for targeting new and improved links and for active promotion of public transport (This issue is discussed further in Chapters 6 and 9).
- Population growth appears to be in well defined corridors and locations, which the New Heartlands report states **'have and will continue to be located near the major sub-regional transport infrastructure'**. Capacity issues will be examined particularly in relation to Merseyrail Electrics and the City Line
- The City Centre will be the principal focus of job creation over the lifetime of the LTP. This presents challenges in terms of managing increasing commuting particularly by car and opportunities in terms of growing public transport and sustainable travel. (These issues are discussed further in Chapters 6 and 7).
- There are clear signs of polarisation in job opportunity and residential areas leading to greater requirements to travel. There are particular concerns in relation to disadvantaged areas where travel opportunity may be more constrained. These travel restrictions may exacerbate worklessness. (These issues are discussed in Chapter 9)
- Overall, housing and employment patterns will have implications over a number of policy areas, ranging from possible longer distance commuting to the provision of socially necessary bus services (further examination will be undertaken and monitored within the Access Plan – see Chapter 9).
- The upward trend in car ownership may be exacerbated by faster economic growth, and the rise in single occupier homes but the increase in City Centre living offers scope for car free areas or car clubs (these are examined further in Chapters 6 and 7).
- A range of supporting measures will be required for Capital of Culture and other large special events.

Our assessment of the likely impacts of Merseyside's continuing economic and social regeneration on demand for travel and future modal share, now enables us to set out a programme of investment and development over the next five years, in the most suitable way to address our Vision and Strategy. Chapter Five sets this programme out.

Delivering the LTP

Chapter 5:
Delivering the LTP

LOCAL *TRANSPORT* PLAN
M E R S E Y S I D E

Chapter 5

Addressing the key issues and Objectives

5.1 In this chapter we describe how we have linked our vision and objectives to the key issues that have emerged from our analysis of the current and emerging Merseyside priorites and how we have constructed an investment programme and set targets to measure our performance.

5.2 Our vision for Merseyside is:

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

In summary the key issues for Merseyside are:

- Overall, prospects for Merseyside are better than they have been for many years, with anticipated employment growth over the next five years at least. These prospects are centred particularly in Liverpool City Centre, Liverpool John Lennon Airport and the Mersey Ports and a number of the Strategic Investment Areas (SIAs).
- This will increase demand for travel and will lead to increasing traffic levels because of increased economic activity, and rising car ownership from a low base.
- These increases in traffic are unlikely in the short term to cause levels of congestion currently seen in some other areas, but will potentially cause increasing journey times and environmental concerns at certain locations.
- Such environmental problems are likely to impact most heavily on our disadvantaged communities. Merseyside's legacy of industrial decline in the second half of the 20th century has left many deep seated problems relating to poor skills, education attainment and health.
- Targeted efforts to assist these communities is changing from the European Objective One Pathways Communities to programmes based on the Housing Market Renewal Initiative and Neighbourhood Renewal Areas. Changes in housing patterns are important to the future well-being of the area and will have an impact on transport.
- There is a clear framework for transport as a key element in meeting aspirations at regional and Merseyside level both in terms of new infrastructure, and to provide the links between jobs and communities that will drive up productivity and increase economic performance and social cohesion.
- Overall stakeholder and general opinion on Merseyside suggests that ensuring access to opportunities is the most important task. Congestion, whilst growing, is not a particular concern.
- There is, however, a recognition that we are within a 'window of opportunity' that will allow support for regeneration to be accommodated without the damaging consequences of congestion. This can be achieved through the balanced approach to traffic and demand management development of the single integrated public transport network and the promotion of smarter choices.
- However, trends in bus use, cycling and walking, are downward. Reversing these trends is important for the long term strategy.
- Continuing economic growth and the creation of employment in tandem with improved housing and increasing education and skills attainments remain the absolute priority for Merseyside for the foreseeable future.

The Strategy

5.4 Our transport strategy must reflect these issues. It is to **manage for growth in demand for travel** and provide for the efficient movement of people and goods. The strategy is founded upon:

(i)   Making best use of our existing assets and providing continuous improvement to the capacity and efficiency of the transport network based on the best means of delivering our objectives of the efficient movement of goods and people.

(ii)   Continuously improving the links between transport and land use and locational choice in ways that support the efficient movement of people and goods.

(iii)   Creating a well connected region in terms of our links to neighbouring areas and beyond, and within the Merseyside and wider city region. This may involve consideration of wider joint planning for future LTPs.

(iv)   Ensuring equality of travel opportunity for all – by setting out in the Access Plan a programme of action to ensure all members of the community have equal access to opportunities and services.

(v)   Improving and enhancing the single integrated public transport network to make it affordable and accessible to all and enhancing capacity to support connectivity and alternatives to private car use.

(vi)   Managing demand for travel by ensuring that the transport network operates efficiently in support of the area's continuing regeneration and minimises the impact on the environment, contributes to addressing climate change and does not impact on people's health.

(vii)   Creating a safe and secure travel environment by continuously reducing the level of accidents on the highway network and ensuring personal security across all modes.

(viii) Providing the community with informed choices through continuous communication about travel choices that are available and the need for change to be understood.

5.5   The role of the LTP as a key enabler to the wider strategies of the City Region Development Plan and the regional 'family' of strategies cannot be over-estimated. In recognition of this, the LTP partnership has set out the programme for delivery in a way that closely links to national and regional priorities. Figure 5-1 illustrates this approach.

5.6   A summary of the 5 year programme, indicating the links from the objectives to the schemes/interventions intended to deliver these objectives and to the shared priorities and the regional strategic priorities is included at Figure 5.2.

Figure 5.1: Aligning LTP with regional and national priorities

City Region
Vision:
'To regain our status as a premier European City Region by 2025 with an internationally competitive economy and cultural offer and outstanding quality of life and vibrant communities contributing to and sharing in sustainable wealth creation'.

Core Cities

Northern Way

Regional

RES

RSS

RTS

Community Strategies Public Consultation

The Local Transport Plan
Vision:
'A fully integrated safe transport network for Merseyside which supports economic and social regeneration and ensures good access for all and which is operated to the highest standards to protect the environment and ensure quality of life.'

LTP Strategy

SEA/HIA

The Strategic Priorities

Strategic Priorities
• Premier Destination Centre
• Well Connected
• Creative and competitive
• Talented and able
• Sustainable communities

Objectives
• Supporting regeneration
• Accessibility & social inclusion
• Managing demand
• Healthier communities
• Protect/enhance the environment
• Maximise use of existing resources

5 Year Programme

National Agenda
The Future of Transport: A network for 2030

The Shared Priorities

• Congestion
• Accessibility
• Air Quality
• Road Safety

Managing Expectations

5.7   However, there are, as has been highlighted in Chapter 3, many external demands bearing down on our strategy.

5.8   Changing demands and priorities have to be accommodated within the context of addressing the shared priorities and reinforce the need for constant review and monitoring.

5.9   Current examples of change in Merseyside include:

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

Limits of Power and Resources

5.10 In Chapter 2 we set out some of the concerns relating to the powers and resources available to us to carry through the changes we wish to see. In considering the most appropriate investment programme for this LTP, these external influences impose a wide range of pressures on the transport system that are largely outside the control of the LTP. Figure 5.2 illustrates this.

5.11 In setting out our programme and targets we have tried to ensure that these factors are taken into account via a rigorous risk assessment of our progress together with measures to mitigate any problems that emerge.

Figure 5.2 Summary of LTP Influence

Determinants of Travel	LTP Influence				
	No influence	Limited Influence	Some Influence	Strong Influence	Full Influence
Car Availability	■				
Car Running Costs	■				
Car Journey Time			■		
Car Quality	■				
Parking Availability				■	
Parking Cost		■			
Rail Availability (inc. freq.)		Northern Rail	Merseyrail		
Rail Cost		Northern Rail	Merseyrail		
Rail Journey Time (inc. punc.)		Northern Rail	Merseyrail		
Rail wait facilities			■		
Rail Quality		Northern Rail	Merseyrail		
Rail information				■	
Bus Availability (inc. freq.)		■			
Bus Cost		■			
Bus Journey Time (inc. punc.)			■		
Bus wait facilities				■	

Determinants of Travel	LTP Influence				
	No influence	Limited Influence	Some Influence	Strong Influence	Full Influence
Bus Quality		■			
Bus information				■	
Cycle Availability	■				
Cycle facilities					■
Cycle information					■
Walking Facilities					■
Walking information					■
Housing Location		No SPD		SPD	
Workplace/Business Location		No SPD		SPD	
Modal Perception			Travelwise		
Public Transport Safety			Travelwise		
Technology - Telecommunications			Travelwise		

Note: Travel time is considered the most responsive to influence modal shift (punctuality, frequency, journey time), cost less so

Cost of private transport is also responsive

Target audience for mode shift to bus are generally a "willing to pay market" if journey is quick and efficient

http://www.handels.gu.se/epc/archive/00001619/01/gunwpe0056.pdf

http://repositories.cdlib.org/cgi/viewcontent.cgi?article=2177&context=postprints

The Investment Programme

5.12 Notwithstanding these concerns, Figure 5.3 below illustrates the linkages from our objectives to the programme areas and targets. It also summarises our risk assessments.

5.13 In setting out the investment programme, each individual element was tested against the objectives of the LTP. This enabled those schemes or interventions that were likely to have the greatest impact on our agreed performance targets to be highlighted. Equally, however, it enabled a thorough assessment of the programmes across the Partnership to be considered within the context of what they were contributing to the agreed objectives and targets.

5.14 Figure 5.4 summarises the process we have undertaken to match our programme to our objectives and assess the wider value of individual schemes to the overall programme.

5.15 It is important to realise that this process is only intended as a guide to assist decision-making on programming levels by the partner authorities. This is because the scoring system only assesses what each measure will deliver on our indicators, not the effect it may have on a particular area.

5.16 As an example, bridge strengthening schemes, are low scoring because they only have a limited effect on two indicators, but they deliver a critical element of our road hierarchy and maintenance regimes, whereas TravelWise scores highly on many indicators but may have a more limited effect on many of them.

5.17 In addition, not all the measures contained in the programme are picked up through the necessarily limited indicator set, although they all deliver valuable outputs and are fully in line with our objectives.

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

Figure 5.3 Objectives, Schemes, Indicators and Risks

LTP Objective	Anticipated Outcomes	Scheme Types	Indicators	Risks to achieving targets
Objective 1 **Provide appropriate infrastructure to support social and economic growth and regeneration.** Links to; • City Region Development Plan • Regional Funding • Northern Way	Effective movement of people and goods.	• SIA Access Improvements • Strategic Access Improvementss • CC Movement Strategy • Work in Centres	• Rail Stations upgraded • Bus Punctuality • Number of people using P&R • Tourist activity	• Finance • Industry capacity • Land availability • Local resistance to proposals such as bus lanes
Objective 2 **Provide access for all to ensure an inclusive community.** Links to; • Access Plan • Social Inclusion • CRDP • Worklessness • Education • Health • HMRI • Sustainable Communities • DDA • HIA	All members of the community have equal access to jobs and services.	• Accessibility Plan Actions • Community Transport • Bus Accessibility • Rail Accessibility	• Accessibility – Economic Impact • Accessibility – Education • Public Transport Access to key services and facilities • Economic indicator • Rail station upgrades	• Finance • Bus deregulation • Service delivery decisions by other stakeholders • Locational choice of services and employment

LTP Objective	Anticipated Outcomes	Scheme Types	Indicators	Risks to achieving targets
Objective 3 Manage demand to provide an effective transport network. Links to; • CRDP • TIF/Productivity • RES • Northern Way • Gershon • Accessibility • Sustainable Communities • SEA • HIA	Safe, efficient and reliable movement of people and goods by all modes.	• Park & Ride • Bus Corridors • Rail Improvements • Parking Management • ITS • Road Junction Improvements	• Congestion person delay • % network below threshold speeds • Extent of peak spreading • HGV Journey Times • Changes in peak period traffic flows • Bus satisfaction • Public transport patronage • % new developments SPD • Changes in area wide traffic • Limit number of off street car parking spaces in Liverpool City Centre • Cost of using public transport/car travel	• Finance • Political sensitivity • Structure of bus and rail industries – lack of willingness/ capacity to increase capability • Lack of revenue funding of TravelWise programme • Public unwillingness to change • Faster economic growth than anticipated

LTP Objective	Anticipated Outcomes	Scheme Types	Indicators	Risks to achieving targets
Objective 4 **Support a healthier community by ensuring transport actively improves health does not impair quality of life and ensures safety and security for all users** Links to; • Sustainable Communities • HMRI • Worklessness • Crime and Disorder • Accessibility • Choosing Health • DDA • Social Inclusion • SEA • HIA	The Active travel programme working with the health sector to promote cycling and walking, travel is free from the risk of personal abuse and low levels of road accident risk and no further air quality action areas are created.	• Walking improvements • Cycling schemes • Local Safety schemes • Street lighting • RoW improvement work • Environmental traffic management and Access	• Total KSI • Child KSI • Total slight accidents • Cycling indicator • Bus based physical access • % rural households 800m from PT service • Accessibility of pedestrian crossings • Street lighting • Physical activity indicator • Crime/fear of crime	• Finance • Rapidly increasing traffic • Lack of police/partner support • Funding of TravelWise programme • Lack of political/other support for cycling initiatives • Lack of public support
Objective 5 **Protects and enhances the environment** Links to; • Climate Change • Choosing health • Sustainable communities • Energy reduction • Choosing health • SEA • HIA	Managed growth in support of the social and economic regeneration of the area reduce as far as possible environmental degradation and uses the highest standards to enhance the Merseyside environment.	• Public realm • Travel Awareness & Travel Plans • Travel to school • Actions from the SEA	• Pollutant concentrations within AQMA • Vehicle mileage in AQMA • Environmental standard of bus fleet • Estimated transport related emissions • Mode share journeys to school • Mode share indicators • Sustainable transport as final mode for air passengers	• Finance • Rapid economic growth • Rapid increase in traffic • Lack of political support • Lack of willingness/capacity in the bus industry • Loss of revenue funding of TravelWise programme

LTP Objective	Anticipated Outcomes	Scheme Types	Indicators	Risks to achieving targets
Objective 6 **Make best use of existing resources and strive to ensure value for money at all times.** Links to; • Gershon • DDA • Sustainable communities • Climate Change • TIF/Productivity • Best value • CPA	Resources are efficiently targeted in ways that produce a high quality transport realm safe and pleasant to use and freeing other resources to enhance travel opportunity.	• Road maintenance • Bridge strengthening • Traffic management and signing • Intelligent Transport Systems • Urban traffic control	• Footway condition • Non principal road condition • Unclassified road condition • Road works coverage	• Funding • Changing priorities

Figure 5.4 Matching Investments to Targets

Indicator	Strategic Access Imps (inc SIAs)	Access in Centres (inc. CC MS)	Accessibility Strategy Work	Community Transport	Bus Accessibility Schemes	Park & Ride	Bus Corridor Improvements	Rail Travel Improvements	Parking Management	Active Travel (Cycling / Walking)	Local Safety Schemes	Street Lighting	Traffic Calming/ HZs/Traffic Man	Public Realm	Travel Awarness & Travel Plans	Travel to School	Highways Maintenance	Access in Centres (inc. CC MS)
(Scheme Type totals)	10	26	27	24	25	27	46	36	27	34	18	9	13	13	43	16	23	2
Street Lighting Condition (Based on Age)	0	1	1	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0
% of Rural Households in 800m of Hourly Bus	0	0	0	4	0	0	3	0	0	2	0	0	0	0	0	0	0	0
No.of Stations Upgraded to meet Access/security	0	0	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0
%age of Accessible Buses & Infrastructure	0	0	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0
Environmental Standard of Bus Fleet	0	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0
No of Off-Street Parking Spaces in Liverpool CC	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Pedestrian Crossings with Disabled Facilities	0	1	1	0	0	0	0	0	1	0	5	0	0	1	0	0	0	0
Unclassified Road Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Non-principal Classified Road Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Principal Road Condition	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Footway Condition	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0
Vehicle Mileage in AQMAs	0	0	3	0	1	0	3	1	2	4	0	0	0	1	3	1	0	0
Change in Area wide Road Traffic	0	0	1	1	0	1	1	3	2	2	1	0	0	0	2	2	0	0
Mode Share Indicator	1	2	1	2	3	2	2	2	2	4	0	0	0	0	3	0	0	0
Mode Share of Journeys to School	0	0	0	0	1	0	2	1	1	3	0	0	0	0	4	4	0	0
Cycle Usage	1	1	2	0	0	0	0	0	1	4	0	0	2	1	4	1	1	0
% New Development Meeting Min SPD Standards	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Public Transport Patronage	0	1	2	2	2	2	5	5	0	0	0	0	0	0	4	1	0	0
Bus Punctuality	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0
Satisfaction with Local Bus Services	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
Change in Peak Traffic Flow to City Centre	0	2	1	0	1	4	3	3	5	1	0	0	0	4	4	0	0	0
Sustainable Transport as final mode for Airport	0	0	0	1	0	1	4	2	0	1	0	0	0	0	4	0	0	1
HGV Journey Times on Freight Network	2	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	0	1
No of People using P&R	0	0	0	1	0	5	3	3	2	0	0	0	0	3	3	0	0	0
% of Time when Avg Speeds Below a Threshold	1	0	0	1	1	1	1	1	1	0	0	3	0	3	0	0	0	0
% of Highway Net Below Threshold Speed in Peaks	1	0	0	1	0	1	1	1	1	1	0	0	3	3	1	0	0	0
Pollutant Concentrations within AQMAs	0	3	0	1	0	3	2	2	3	2	0	1	3	3	0	0	0	0
Congestion (Person Delay)	1	2	0	1	0	3	2	2	3	2	0	1	0	2	2	1	1	1
Total Slight Casualties	0	1	0	0	0	0	0	5	1	1	2	0	0	0	0	1	1	0
Child KSI	1	1	0	0	0	0	0	5	1	3	1	0	0	1	1	0	1	0
Total KSI	1	1	0	0	0	0	5	1	2	1	0	0	0	1	0	1	0	0
Other Access Indicator	0	1	5	4	4	0	3	2	0	2	0	0	0	0	0	0	0	0
%age of 16-19 year olds within Xmin of Education	0	5	0	4	0	3	2	0	0	0	0	0	0	0	0	0	0	0
Access of Workless Residents to Regen Areas	2	2	5	4	4	0	3	2	0	3	0	0	0	0	0	0	0	0

Indicator	TM & Signing	UTC / ITS	Advance Design	Advance Design
	4	13		
Street Lighting Condition (Based on Age)	0	0	•	•
% of Rural Households in 800m of Hourly Bus	0	0	•	•
No.of Stations Upgraded to meet Access/security	0	0	•	•
%age of Accessible Buses & Infrastructure	0	0	•	•
Environmental Standard of Bus Fleet	0	0	•	•
No of Off-Street Parking Spaces in Liverpool CC	0	0	•	•
Pedestrian Crossings with Disabled Facilities	0	0	•	•
Unclassified Road Condition	0	0	•	•
Non-principal Classified Road Condition	0	0	•	•
Principal Road Condition	0	0	•	•
Footway Condition	0	0	•	•
Vehicle Mileage in AQMAs	0	1	•	•
Change in Area wide Road Traffic	0	1	•	•
Mode Share Indicator	0	0	•	•
Mode Share of Journeys to School	0	0	•	•
Cycle Usage	0	0	•	•
% New Development Meeting Min SPD Standards	0	0	•	•
Public Transport Patronage	0	0	•	•
Bus Punctuality	0	2	•	•
Satisfaction with Local Bus Services	0	0	•	•
Change in Peak Traffic Flow to City Centre	1	0	•	•
Sustainable Transport as final mode for Airport	0	0	•	•
HGV Journey Times on Freight Network	0	2	•	•
No of People using P&R	0	0	•	•
% of Time when Avg Speeds Below a Threshold	0	2	•	•
% of Highway Net Below Threshold Speed in Peaks	0	2	•	•
Pollutant Concentrations within AQMAs	0	0	•	•
Congestion (Person Delay)	0	3	•	•
Total Slight Casualties	1	0	•	•
Child KSI	1	0	•	•
Total KSI	1	0	•	•
Other Access Indicator	0	0	•	•
%age of 16-19 year olds within Xmin of Education	0	0	•	•
Access of Workless Residents to Regen Areas	0	0	•	•
Indicator				

Objective 1 - Supporting Economic Regeneration
Objective 2 - Accessibility & Social Inclusion
Objective 3 - Managing Demand
Objective 4 - Healthier Communities
Objective 5 - Protect & Enhance Environment
Objective 6 - Make Best Use of Existing Resources

1 = Slight effect
2 = Definite effect on indicator / limited extent of impact
3 = Definite Effect on indicator / wide area of impact
4 = Primary means of affecting indicator / limited extent of impact
5 = Primary means of affecting the indicator / wide area of impact

5.20 The money available to us from the Integrated Transport Block is currently set at £147,782,000 for the next five years, and a total of £51,755,000 for managing and maintaining assets We anticipate that this will be 'matched' by £214,575,000 of funding from a variety of other sources. Figure 5.5 summarises our investment programme.

Meeting Objectives

Objective One - Appropriate Infrastructure for Regeneration

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

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

5.23 Packages and measures will include:
   • Improved access to the Mersey Ports.
   • Support for tourism and coach parking **(Chapter 6)**.
   • Improved infrastructure to improve access to key locations such as LJLA and the SIAs **(Chapter 7)**.

5.24 We will invest a total of £25,423,000 in this area matched by £36,132,000 from other sources.

Objective Two - Accessibility and Social Inclusion

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

5.26 At the heart of securing 'access for all' will be the emerging Accessibility Strategy and Plan, but the importance of the single integrated public transport network will be paramount, supported by rejuvenated cycling and walking strategies. Packages and measures to be implemented will include:
   • Improving the quality of the bus network and ensuring that Merseytravel's support for tendered services, which extend the reach of the network beyond that provided commercially, is the most cost effective for meeting the Objectives of this Plan. This will include reviewing the role of Demand Responsive Transport and building on the expertise of the Community Transport Sector **(Chapter 6)**.

- Enhancing the established Merseyrail system and if shown to be cost effective, promotion of extensions to the network (**Chapter 6**).
- Promoting improvements to the Merseyside bus network through the introduction of Integrated Corridor Management and by working with the operators to enhance the quality of the fleet and the operation of the network (**Chapter 6**).
- Increased and more innovative information, marketing and ticketing, including development of current pilot projects such as Neighbourhood Travel Co-ordinators (**Chapter 9**).
- The Merseyside Supplementary Planning Document on transport (**Chapter 6**).
- Improved facilities for cycling and walking (**Chapter 6**).

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

5.28 We intend to invest a total of £23,591,000 matched by £47,270,000 from other sources in this area.

Objective Three – Manage Demand

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

5.30 A range of measures and packages will be required. These will include:
- Smart Choices (**Chapter 6**)
- Parking management (**Chapter 7**)
- Development of ITS and UTMC (**Chapter 6**)
- Park and Ride (**Chapter 6**)
- Supporting measures for our network management duty (**Chapter 7**)

5.31 Our investment package for this objective is £45,426,000 matched by £26,679,000.

Objective Four - Healthier Communities

5.32 Merseyside suffers from high levels of heart and respiratory disease and improving the health of the population is an objective in which the transport agenda can play a role. In general terms, health can be shown to be directly related to people's standard of living which is another reason why the regeneration theme is so crucial to Merseyside. As a more direct response however, our programme includes schemes in areas through which busy or congested roads pass and where road safety and environmental impacts are known to be greatest. Examples of packages and measures to be included are:

- Continuing measures to improve road safety particularly in disadvantaged areas (**Chapter 10**).
- Traffic calming and Home Zone initiatives (**Chapter 10**).
- A range of TravelSafe measures to allay fears and improve perception of fear and safety on the public transport network (**Chapter 6**).
- Targeted maintenance and improvement regimes in programmes such as street lighting, to improve amenity and safety, including in and around transport hubs (**Chapter 12**).

5.33 Other measures which improve health are associated with exercise and this can be in the form of walking or cycling (active travel). The programme includes:

- Measures to encourage cycling and walking for both work and leisure (**Chapter 6**).
- The provision of infrastructure to support safe cycling and walking (**Chapter 6**).

5.34 Our investment package to meet this objective is £30,398,000 with a further £16,845,000 of other funding.

Objective Five - Protect and Enhance the Environment

5.35 Whilst the economic regeneration of Merseyside is a primary objective of the LTP, the need to balance this against the considerations of air quality and noise pollution is recognised. Similarly, we also seek to improve the physical highway environment in which the public spend a significant proportion of their time.

5.36 Many of the measures which are aimed at managing demand (see above), together with ITS/UMTC work and traffic management contribute strongly to this objective but several revenue led initiatives such as the European funded CATCH and AlterEco projects are also designed to address this objective. Highway maintenance also has a role to play, by providing road surfacing and high levels of recycling/use of recycled materials (several maintenance schemes in Merseyside are achieving over 90% recycling rates).
Other measures which contribute directly to this objective are:

- Measures to mitigate noise and air pollution (**Chapters 8 and 11**).
- Travel Awareness – Smarter Choices (**Chapter 6**)
- Travel to School initiatives (**Chapter 6**)
- Public Realm works (**Chapter 6**)

5.37 Our investment in this objective is £7,024,000 matched by £15,259,000. It should be noted that we anticipate many of the schemes designed principally to meet other objectives will also provide sustained environmental improvements.

Objective Six - Best Use of Resources

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

5.39 In this context the LTP will set out a range of packages and measures that will include:
   - A targeted approach to highway maintenance to ensure high standards for priorities such as the freight and public transport networks, identified as part of the Road Hierarchy (**Chapters 6 and 12**).
   - Developing the Transport Asset Management Plan to manage assets in an efficient manner, and build on cross authority procurement regimes (**Chapter 12**).
   - Develop a pro-active pan-Merseyside approach to network management (**Chapter 6**).
   - Develop Merseyside's area traffic control and intelligent travel system capability to improve management of the system and to provide enhanced travel information (**Chapter 6 and 7**).
   - Develop the Strat-E-Gis system to enable cross authority management and targeting of resources to meet other programme priorities (**Chapter 14**).
   - A performance management process which provides a clear framework for active programme management, ensuring continued prioritisation of resource to maximise delivery. (**Chapter 14**).

5.40 Our investment in maintaining our assets is £60,296,000 matched with a further £7,370,000.

Forward Planning and Research

5.41 In addition to the objectives for delivery over the next five years, the pace of change and constantly evolving range of demands means that it is essential that the LTP partners are capable of effective forward planning. The establishment of the LTP Support Unit is a positive commitment to ensuring the success of this plan.

5.42 This is also important in terms of our commitments to be responsive to public demands and to set the LTP clearly within the wider context. Areas to be considered will include:
- Enhancing our monitoring regime.
- Further examination of the transport impacts on disadvantaged communities.
- Continuing joint working with LCRDP to ensure alignment of economic and transport policy and projectives.
- Aligning spatial strategies within LDFs and longer-term strategy on transport and land use.
- Developing the role of Intelligent Transport Systems (ITS).
- Emission monitoring.
- Reviewing the longer term strategy
- Planning for the third LTP

5.43 We will invest a total of £7,379,000 in this important area, supported by a further £902,000.

Transport Innovation Fund

5.44 Output from our strategic model, described in Chapter 4 now suggests that employment growth, particularly in the City Centre is likely to be greater over the next five years than originally anticipated, and this has forced us to redefine our target traffic growth for the City Centre upwards.

5.45 On this basis it now seems prudent to undertake a full examination of the ramifications of long term growth of this nature, within the auspices of the TIF process. It is suggested that the following could be examined, as part of a pump priming proposal:-
(a) The point at which traffic levels into the City centre compromise the economy, productivity, efficiency and physical attractiveness of the City centre and become counter productive in terms of future investment.
(b) Assessment of the current attractiveness of the City Centre in terms of perceived lack of congestion and how this may be affected by worsening congestion levels and environmental impacts. What is the balance between the two in terms of what commuters and business are prepared to pay?
(c) Taking account of this what improvements across the range of transport provision would provide the necessary level of attractiveness to offset any road user charging (RUC) proposals and encourage modal shift. In particular, analysis of measures to further enhance quality and capacity of the public transport network to provide a genuine alternative to the car beyond those measures contained within the LTP's core strategy and proposals.

It would include:
    (i) Expansion of Merseyrail and City Centre station improvements;
    (ii) Greater local control of bus services, and a new bus offer in terms of
       attractiveness;
    (iii) Future funding of any LRT proposals to tackle congestion problems
       that may arise.

(d) The impact on the City Centre and the local economy of any go it alone
    proposals in terms of loss of economic performance, particularly through
    an assessment of the potential economic effects of congestion charging
    within the "Mersey Belt" area between Liverpool and Manchester.

(e) Assessment of the likely impact of any RUC in terms of travel behaviour
    and the impact that would have on overall economic activity within the
    City Centre, taking account of potential shift to other modes.

(f) Preferred methods of RUC and applicability of existing technology in use
    in the Mersey Tunnels and, subject to approval, on the new Mersey
    Crossing in Halton.

5.46 This is not an exhaustive list, but provides some examples of the form of
examination that will be put forward in our proposals to the DfT in July 2006.

The Productivity Strand

5.47 The role of the Ports and Liverpool John Lennon Airport (LJLA) has been
recognised as key economic drivers in the LCRDP and the RES and Northern
Way and set out in Chapter 3. There is some discussion thinking on the
concept of the Mersey Super Port, and there are a number of existing
schemes that could be packaged together in support of this concept. These
include:
    • Olive Mount Chord (rail freight access to the Port of Liverpool)
    • Mersey Gateway
    • Improved road access to Seaforth (Port to M57-M58 and A5036)
    • Rail access to Birkenhead Docks
    • Eastern Access road to LJLA
    • Halton Curve rail scheme
    • Ditton Strategic Rail Freight Park
    • Parkside Freight Village
    • Knowsley Rail Freight Terminal
    • Initial proposals for Intelligent Transport Systems to improve traffic flow
      from the national to Merseyside networks.

5.48 The NWDA have been made aware of these early views, and we would
welcome the opportunity, with our Merseyside partners to discuss the
proposals further as part of the early development of the productivity strand
of the TIF.

Cross-referencing the investment programme to the Liverpool City Region Development programme priorities

5.49 In the summary 5-year capital programme that follows, the partners have ensured that each element of the programme addresses the DfT's shared priorities and have cross-referenced these links accordingly in the columns following the programme.

5.50 Chapter Three has described the close links between the LTP strategy and the City Region Development Plan, which sets out the wider social and economic priorities of the City Region partners.

5.51 Reflecting this close integration, these links have also been cross-referenced within the Capital Programme.

5.52 The **CRDP Strategic Priorities – "Themes for Action"** are numbered as follows:
1. The city region as a premier destination centre.
2. A well connected city region.
3. The creative and competitive city region.
4. The city region of talented and able people.
5. A city region of sustainable neighbourhoods and communities.
6. Delivering the city region strategy – with high quality foresight, intelligence and leadership.

5.53 In addition to these priorities, the City Region Development Programme identifies a series of priority actions, which stem from the above. The linkages between the capital programme and these priority actions are also identified within the our investment programme.

5.54 The **CRDP Priority Actions** are numbered as follows:
1. The premier destination centre – developing the Liverpool City region as a culture capital of the North of England, including a strong brand, the Mersey Waterfront Regional Park, a strong retail offer, high quality skills.
2. The Ports of Liverpool Strategy - Developing the Port of Liverpool as International Gateway, via road and rail access, innovation and skills.
3. Liverpool John Lennon Airport – Develop Liverpool John Lennon Airport as an international airport serving global destinations.
4. The Mersey Gateway – a new road bridge crossing of the River Mersey between Runcorn and Widnes to improve and modernise road access to the city region.
5. Rail connectivity – improving rail connectivity across the Northern Way – NETA – and connections to international markets.
6. Research and development
7. Focus clusters
8. Pervasive Productivity
9. Public Sector Excellence

10. 21st Century Sites and Premises – 21st Century Sites and Premises will deliver a diverse range of modern and flexible sites, capable of meeting the needs of modern businesses.
11. Enterprise and Environment
12. Full employment in the city region – to achieve the national full employments rate of 75-80% with a threshold rate of 60% in every community by 2015.
13. Skills for the city region – to support skills development and to identify opportunities for new approaches to skills development.
14. Creating sustainable communities – to expand the choice of housing, enhance livability and support economic growth, eliminate multiple deprivation and improve access to opportunity for all.
15. Health is wealth - establish the Liverpool City Region as a place   where health and well-being matches the image of a thriving economy and growing European City.

5.55 Our programme conforms to the figures contained in the 'Provisional Planning Guidelines for Local Transport Capital: 2006/07 to 2010/11', supplied by the Department for Transport for both the Integrated Transport block and the Maintenance block. It is summarised in figure 5.5.

5.56 The Capital Programme can be seen in more detail in Chapter 13. The Finance Tables details are in Appendix Fifteen.

5.57 Major schemes are presented separately from the integrated transport programme within Chapter 15.

Figure 5.5 Summary of Investments by Objective

CAPITAL PROGRAMME - MERSEYSIDE OUTLINE

Programme area (£K)	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total		Congestion	Accessibility	Safer Roads	Better Air Quality /Quality of Life	Strategic Priority(ies)	CRDP Priority Action No(s)
	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other						
LTP Objective1 - SUPPORTING REGENERATION																		
Improve Access to SIAs	1138	6437	780	1290	50	500	200	300	143	500	2311	9027	•		•		1,2	1,2,3,10
Strategic Access Imps	1921	0	746	0	685	150	680	150	740	100	4772	400	•		•		1,2	1,2,3,10
City Centre Movement Strategy	4924	5827	3709	6728	2533	5800	2914	5850	3200	0	17280	24205	•		•		1,2	1,2,3,10
Access Imps (Centres)	250	0	60	150	200	1100	200	750	350	500	1060	2500	•		•		1,2	1,10
OBJECTIVE 1 - TOTAL	8233	12264	5295	8168	3468	7550	3994	7050	4433	1100	25423	36132						
LTP Objective 2 - ACCESSIBILITY & SOCIAL INCLUSION																		
Accessibility Plan Actions	1220	2272	1190	2225	1201	3946	708	7242	619	5232	4938	20917		•	•		5	12,14
Community Transport	100	0	100	0	100	0	100	0	100	0	500	0		•	•	•	5	14
Ferries	385	1995	100	285	100	1660	0	3920	0	140	585	8000	•			•	1	1
Bus Accessibility Schemes	200	4650	633	895	1100	0	1005	0	1434	0	4372	5545		•	•		5	12,14

CAPITAL PROGRAMME - MERSEYSIDE OUTLINE

Programme area (£K)	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total		Shared priorities				CRDP	
	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	Congestion	Accessibility	Safer Roads	Better Air Quality /Quality of Life	Strategic Priority(ies)	Priority Action No(s)
LTP Objective 2 - ACCESSIBILITY & SOCIAL INCLUSION (cont...)																		
Rail Accessibility Schemes	4899	4744	3138	3509	1874	4150	1960	125	1325	280	13196	12808		•			5	5,12,14
OBJECTIVE 2 - TOTAL	6804	13661	5161	6914	4375	9756	3773	11287	3478	5672	23591	47270						
LTP Objective 3 - MANAGING DEMAND																		
Park & Ride	2655	847	1514	1795	1155	647	950	2710	885	1400	7159	7399	•			•	1,2	1,10
Bus Corridor Improvements	3401	3569	6616	3225	7809	3095	8530	3891	8351	3010	34707	16790	•			•	2	1,3,10,14
Rail Improvements	1450	220	200	300	400	100	200	300	200	300	2450	1220	•			•	2	1,3,10,14
Parking Management	145	635	217	635	232	0	249	0	267	0	1110	1270	•			•	3,5	1,10
OBJECTIVE 3 - TOTAL	7651	5271	8547	5955	9596	3842	9929	6901	9703	4710	45426	26679						
LTP Objective 4 - HEALTHIER COMMUNITIES																		
Walking Improvements	1191	1405	965	525	1248	525	1297	426	1157	30	5858	2911	•	•		•	2,5	10,14
Cycling Improvements	719	190	724	300	851	0	840	0	820	0	3954	490	•	•		•	2,5	10,14

CAPITAL PROGRAMME - MERSEYSIDE OUTLINE

Programme area (£K)	2006/07 LTP	2006/07 Other	2007/08 LTP	2007/08 Other	2008/09 LTP	2008/09 Other	2009/10 LTP	2009/10 Other	2010/11 LTP	2010/11 Other	5 Year Total LTP	5 Year Total Other	Congestion	Accessibility	Safer Roads	Better Air Quality/Quality of Life	Strategic Priority(ies)	Priority Action No(s)
LTP Objective 4 - HEALTHIER COMMUNITIES (cont...)																		
Local Safety Schemes	1788	100	1790	50	1980	0	1980	0	1980	0	9518	150			•		5	14
Street Lighting Improvements	435	2268	490	2450	485	2523	465	2599	490	2679	2365	12519		•	•		5	14
Rights of Way Improvements	55	15	60	15	85	15	85	15	85	15	370	75	•	•		•	2,5	10,14
Environmental TM & Access	1045	0	476	100	875	100	750	100	820	100	3966	400		•	•	•	5	14
Traffic Calming / Homezones	826	100	785	50	934	50	912	50	910	50	4367	300			•	•	5	14
OBJECTIVE 4 - TOTAL	6059	4078	5290	3490	6458	3213	6329	3190	6262	2874	30398	16845						
LTP Objective 5 - PROTECT & ENHANCE THE ENVIRONMENT																		
Public Realm Works	850	4687	420	2550	640	6050	300	1250	450	500	2660	15037				•	1,5	14
Travel Awareness / Travel Plans	138	22	168	0	168	0	168	0	168	0	810	22	•	•	•	•	5	1,14
Travel to School	655	100	665	100	715	0	754	0	765	0	3554	200	•	•		•	5	13,14
OBJECTIVE 5 - TOTAL	1643	4809	1253	2650	1523	6050	1222	1250	1383	500	7024	15259						

CAPITAL PROGRAMME - MERSEYSIDE OUTLINE

Programme area (£K)	2006/07 LTP	2006/07 Other	2007/08 LTP	2007/08 Other	2008/09 LTP	2008/09 Other	2009/10 LTP	2009/10 Other	2010/11 LTP	2010/11 Other	5 Year Total LTP	5 Year Total Other	Congestion	Accessibility	Safer Roads	Better Air Quality /Quality of Life	Strategic Priority(ies)	Priority Action No(s)
LTP Objective 6 - MAXIMISE EXISTING RESOURCES																		
Road Maintenance	6054	4248	6278	5000	6730	5000	7347	5000	7065	5000	33474	24248			•		2	10,14
Bridge Works	4049	600	3349	2000	3509	2000	3266	21000	4079	21000	18252	46600			•		2	10,14
Traffic Man & Signing	772	0	500	0	604	0	830	0	660	0	3366	0	•		•	•	2	1,10
Intelligent Transport Systems	1389	187	944	85	865	150	948	100	1058	0	5204	522	•		•	•	2	1,2,3,10
OBJECTIVE 6 - TOTAL	12264	5035	11071	7085	11708	7150	12391	26100	12862	26000	60296	71370						
FORWARD PLANNING & JOINT WORKING																		
Advance Design	164	0	216	0	259	0	267	0	267	0	1173	0						
Studies & Joint Working	468	902	1425	0	1435	0	1441	0	1437	0	6206	902						
ADV. DESIGN / STUDIES	632	902	1641	0	1694	0	1708	0	1704	0	7379	902						
TOTAL CAPITAL PROG	43286	46020	38258	34262	38822	37561	39346	55778	39825	40836	199537	214457						
Camera Partnership Funding	0	0	1756	0	1768	0	1799	0	1842	0	7165	0			•		5	14

CAPITAL PROGRAMME - MERSEYSIDE OUTLINE

Programme area (£K)	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
WORK IN GROWTH AREAS												
Mersey Ports	1055	0	466	0	185	0	100	0	0	0	1806	0
Liverpool City Centre	4924	5827	3709	6728	2533	5800	2914	5850	3200	0	17280	24205
Strategic Investment Areas	1058	6437	840	1290	250	1600	400	1050	393	1000	2941	11377
Liverpool John Lennon Airport	0	0	0	0	0	0	0	0	0	0	0	0
	7037	12264	5015	8018	2968	7400	3414	6900	3593	1000	22027	35582

Cross Boundary Support

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

- With **Cheshire** we have agreed that progress needs to be made on the examination and development of Merseyrail on the mid Wirral Line. It is agreed that this could have major impacts improving links to the expanding Deeside and Broughton areas from Merseyside and to Birkenhead and Liverpool for North Wales and Deeside. These issues are already being addressed via the Mersey Dee Alliance (**See Chapter 9**).

- With Cheshire and Halton we are also agreed that the reinstatement of the Halton Curve would have similar beneficial effects in creating access to John Lennon Airport and south Liverpool from Halton, Cheshire and North Wales.

- With both **Cheshire and Halton** we recognise the importance of providing transport links that will enable people to access jobs and opportunities identified in the Liverpool City Region Development Plan, and the NWDA Regional Economic Strategy (RES). We will build on our existing partnership arrangements including the MDA Workwise Programme and the Joblink initiative (**See Chapter 9**).

- The Merseyside authorities and the LCRDP place the highest priority on Halton's proposals for the Mersey Gateway which is of great importance to Halton and Merseyside (**See Chapter 3**).

- Providing it is part of a sustainable access strategy and on the basis that it is a private sector funded initiative, the Merseyside Partners and Halton support the proposed new Eastern approach road to the Liverpool John Lennon Airport.

- We support **Cheshire's** aspirations for the development of Chester station because of the benefit it will carry to Merseyrail.

- We support the Smartcard initiatives being developed by both **Cheshire and Lancashire** and encourage the possibilities of joint action with the emerging Merseyside Scheme (**See Chapter 6**).

- Because of the importance given to Southport's developing role as a Classic resort, we support **Lancashire's** promotion of the A570 Ormskirk by-pass, which could provide major benefits to improving access to the resort from the national road network.

- Through our review of the potential for cost effective measures to extend the Merseyside rail network, we will also examine the potential to provide intra regional links between Preston, Liverpool South Parkway and Liverpool City Centre via Ormskirk.

- We believe that the development of the Manchester rail hub would offer benefits in creating greater rail capacity to Merseyside and help to re-establish rail links to other cities identified as a priority in the LCRDP. We particularly wish to see continuing improvements to links to Manchester Airport.
- With **Warrington, Wigan MBC and GMPTE** we will be examining the outcomes of the Culceth, Ashton, Newton and Golbourne (CANGO) public transport study to assess future cross boundary requirements in this area. Equally there will be other cross boundary issues emerging from the LCRDP which will be examined.
- Dependent upon the outcome of the current assessments, it may be necessary to examine implications of major development at the Omega site.

Measuring Our Performance

5.59 We have developed a coherent set of performance indicators to measure our achievement and progress against the objectives we have set for ourselves.

Indicator Selection

5.60 Building on the extensive monitoring and reporting programme undertaken throughout the first LTP, the second LTP provides a more focused set of indicators that aim to measure the key national outcomes and local priorities. In the monitoring of outcomes, the indicators are designed to provide evidence of 'real and measurable improvements in the quality of life and the quality of transport services' for Merseyside.

5.61 Extensive consultation was undertaken to select the performance indicator set presented in the attached table, and determine appropriate targets. The set has been carefully selected to monitor the important outcomes (and proxies to outcomes) that demonstrate real achievement of the visions and objectives that this plan outlines.

Cross Sector Linkages

5.62 We outlined in Chapter 3 how transport is primarily a means to facilitate the full breadth of social and economic activity in the region. As such our performance indicator set includes a number of cross sector linkages, measuring aspects such as the local economy and tourism activity. For the purposes of this plan these indicators are 'monitoring only'. However, as the plan seeks to facilitate and support the region through an efficient transport network, it is important to monitor progress in these 'outcome areas' to assess the overall performance of the plan in assisting the delivery of the regions wider aspirations.

The Indicator Set

5.63 Indicators in the following table are presented in the manner requested by DfT guidance, setting out the indicators grouped according to the following headings:
   - **Targets for key outcome indicators** – including targets for the relevant mandatory indicators set out in Annex A.
   - **Targets for intermediate outcomes** – which represent proxies or milestones towards key outcome targets and including targets for the relevant mandatory indicators set out in Annex A.
   - **Targets for contributory output indicators** – indicators measuring the delivery of schemes, policies etc.
   - Targets for any other outcome or output indicators – including indicators that measure the achievement of local priorities only.

5.64 Figure 5.6 following summarises the linkages that each indicator has in measuring delivery of the shared priorities and local priorities.

5.65 Reflecting earlier comments about the limits to our influence for change it is considered that some of the mandatory targets remain largely outside the control of the LTP partnership to effectively affect; while others present only a simplified picture of a more complex delivery strategy. For example increases in bus patronage may arise if the Access Plan is correctly addressed or better bus facilities are provided.

5.66 We consider that the success of this LTP should be measured in terms of its effectiveness in addressing the local priorities. A set of core Merseyside targets is set out in Figure 5.7.

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Figure 5.6: Linking Indicators and Targets to Priorities

Indicator No.	Indicator No.	Mandatory (M) or Local (L)	Congestion	Accessibility	Safer Roads	Better Air Quality	Quality of Life	Local Priority	Target
Key Outcome									
13	**Accessibility – Economic Impact.** Accessibility of workless residents into Employment locations.	L		a			a	a	a
14	**Accessibility – Education.** % of groups within 30 minutes of establishment by walking/cycle/bus/train	L		a			a	a	a
LTP1	**National Data – Public Transport Access Measure to Key Services/Facilities.** Access to School Access to Further Education Access to Work Access to Hospitals Access to GPs Access to Major Centres	M		a			a	a	a
BVPI 99 x)	Total killed and seriously injured casualties	M		a	a		a		
BVPI 99 y)	Child killed and seriously injured casualties	M		a	a		a		
BVPI 99 z)	Total slight casualties	M		a	a		a		
LTP7	Congestion (person delay)	M	a						
LTP8	Pollutant concentrations within Air Quality Management Areas (AQMAs)	M				a	a		

Indicator No.	Indicator No.	Mandatory (M) or Local (L)	Congestion	Accessibility	Safer Roads	Better Air Quality	Quality of Life	Local Priority	Target
Intermediate Outcome									
4	Extent of peak spreading	L	a	a					
5	Extent of peak spreading (proportion of time when average speeds below a certain threshold of speed)	L	a	a					
7	Number of people using Park and Ride	L	a	a		a			
2	HGV journey times on designated freight routes	L	a					a	
1	Sustainable transport as the final mode for air passengers	L	a	a		a		a	
LTP6	Changes in peak period traffic flows to urban centre	M	a			a		a	
BVPI 104	Satisfaction with local bus services	M	a	a			a		
LTP5	Bus punctuality	M	a	a			a		
BVPI 102	Public transport patronage	M	a	a		a		a	
22	% new developments meeting minimum standards for all transport modes as defined by Supplementary Planning Document	L	a	a	a	a	a		
LTP3	**Cycling Indicator** Index of usage	M	a	a		a	a		

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Indicator No.	Indicator No.	Mandatory (M) or Local (L)	Congestion	Accessibility	Safer Roads	Better Air Quality	Quality of Life	Local Priority	Target
Intermediate Outcome (cont...)									
LTP4	Mode Share of journeys to school	M	a	a		a	a	a	
20	Modal Share Indicators Journey to work	L	a	a	a	a	a	a	
LTP2	Change in area wide road traffic	M	a			a	a		
17	Vehicle mileage in the AQMA or area of exceedence	L				a			
Contributory Output									
BVPI 187	Footway condition	M		a	a		a		
BVPI 224a (97a)	Non-principal classified road condition	M		a	a				
BVPI 224b (97b)	Unclassified road condition	M		a	a				
10	BV165 (accessibility of pedestrian crossings)	L		a	a				
BVPI 96	Principal road condition	M		a	a				
3	Limit number of off street car parking spaces available in Liverpool City Centre	L	a			a	a		
18	Environmental standard of bus fleet	L				a			

Indicator No.	Indicator No.	Mandatory (M) or Local (L)	Congestion	Accessibility	Safer Roads	Better Air Quality	Quality of Life	Local Priority	Target
Other Outcome/Output									
11	**Bus based physical access** a) % fully accessible low floor vehicles b) % accessible infrastructure	L		a			a		
9	No. of rail stations upgraded to meet preset standards for a) facilities and access	L		a			a		
8	Number (%) of rural households within 800m of an hourly or better bus service	L		a			a		
23	Street lighting condition (based on age)	L			a		a		
Monitoring									
19	Physical activity indicator	L	a	a			a	a	
16	Estimated transport related emissions (tonnes/year) of CO, nitrogen oxides & particulate matter	L				a			
6	Roadworks coverage and impacts	L	a	a				a	
21	**Economic indicator** a) GVA per head b) Worklessness (Economic Inactivity)	L						a	

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Indicator No.	Indicator No.	Mandatory (M) or Local (L)	Congestion	Accessibility	Safer Roads	Better Air Quality	Quality of Life	Local Priority	Target
Monitoring (cont...)									
15	Crime/fear of crime on and around public transport a) No. of broken window incidents recorded on public transport b) Proportion of people who are discouraged from PT use at night	L		a			a		
12	**Affordability** Index of transport usage costs	L	a	a		a	a	a	
24	Tourist activity a) TIC footfall b) BID footfall	L						a	

Figure 5.7: Core Merseyside Indicators and Targets

Accessibility – to jobs and opportunities
- Access to jobs
- Access to education

Road Safety
- Total KSI
- Child KSI

Reducing Air Pollutants
- Concentration within AQMAs

Managing Traffic Growth
- Person Delay Indicator
- Peak period flows to urban centres
- Mode share to school
- Mode share indicators
- % New developments with SPD

Chapter 5

Target Setting

5.67 We recognise that setting targets for performance is a central component of good planning. A well framed target that measures the achievement of the plan's objectives is a vital tool in ensuring real delivery and real improvements to the region. Much emphasis has been given to the importance of making targets well balanced.

5.68 The following pages summarise our proposals for each of our performance indicators

5.69 The following indicators are monitoring only and do not have targets.
- Roadworks coverage and impacts
- National Accessibility statistics
- Estimated transport related emissions (tonnes/year) of CO, nitrogen oxides & particulate matter
- Economic indicator – a) GVA per head b) economic inactivity
- Tourism Activity – a) Visitors to TICs b) Footfall in pedestrianised centre
- % of network below threshold speeds during peak periods
- Extent of peak spreading (proportion of time when average speeds/flow below a certain threshold of speed)
- Physical Activity Indicator
- Public Transport/Private Car Affordability
- Crime / fear of crime on and around public transport

5.70 On DfT advice the following indicators will not be reported with associated targets in this LTP submission.
- Congestion - Person Delay (Delays in receipt of ITIS data)
- Mode Share of Journeys to School (Delays in establishment of PLASC based data capture)
- Principal Road condition. (New methodology – 2yrs data required to set target)
- Non-Principal Classified Road condition. (New methodology – 2yrs data required to set target).

Mandatory Indicator: LTP1	Accessibility indicators (national dataset)
Baseline 2004/05	
2006/07	
2007/08	**Data is included in table on next page**
2008/09	
2009/10	
2010/11	

Monitoring only

Improving accessibility to employment opportunities and other essential services for residents living in disadvantaged communities presents challenges often due to the location of facilities and a lack of available, affordable and accessible transport.

These core accessibility indicators will allow us to benchmark our progress over the lifetime of the LTP. Baselines are calculated using the Accession software tool in 2005 and then re-calculated on an annual basis by the DfT.

A wide range of improvements to walking, cycling and Public Transport will be needed to make improvements in these areas. Stakeholders will need to consider accessibility in locational and service re-location decisions. Full strategy details are included in the accessibility plan.

Following DfT recommendations these indicators are to be used for monitoring purposes only. Local accessibility indicators with targets are part of the Merseyside Accessibility Strategy – see LTP performance indicator L13 and L14.

Performance – discussion

The Access Plan, and associated district Access Plans set out the full strategy for tackling accessibility issues in all of these core indicator areas.

Performance will be monitored using these indicators and other local evidence to ensure the LTP delivers.

Performance is to some degree dependant on funding, support and co-operation of key stakeholders - *The strong partnership approach developed as part of the accessibility plan will help ensure that all delivery partners are aware of the importance of continued funding in this area. Monitoring of successes and failures in delivery is essential to continuous improvement in this area.*

Objective/Priority Area(s)   Quality of Life, Sustainable Transport

*Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Chapter 5

Performance Indicator – LTP1 - Accessibility indicators (National Dataset, 2005)

Access to Education - Primary Schools

LA Name	Primary ALL PT % within 15 within LA	Primary ALL PT % within 30 within LA	Primary Risk* PT % within 15 within LA	Primary Risk* PT % within 30 within LA
Knowsley	98.8	100.0	99.6	100.0
Liverpool	98.9	100.0	99.5	100.0
St. Helens	96.2	99.9	98.1	100.0
Sefton	95.8	99.8	98.1	99.9
Wirral	96.9	99.9	99.2	100.0

Access to Education - Secondary Schools

LA Name	Secondary ALL PT % within 20 within LA	Secondary ALL PT % within 40 within LA	Secondary ALL Cycle % within 20 within LA	Secondary ALL Cycle % within 40 within LA
Knowsley	85.9	99.8	100.0	100.0
Liverpool	90.1	100.0	100.0	100.0
St. Helens	75.6	97.2	100.0	100.0
Sefton	75.8	99.8	99.7	100.0
Wirral	77.4	100.0	100.0	100.0

LA Name	Secondary Risk* PT % within 20 within LA	Secondary Risk* PT % within 40 within LA	Secondary Risk* Cycle % within 20 within LA	Secondary Risk* Cycle % within 40 within LA
Knowsley	90.7	100.0	100.0	100.0
Liverpool	89.8	100.0	100.0	100.0
St. Helens	74.9	98.8	100.0	100.0
Sefton	76.5	99.9	100.0	100.0
Wirral	79.3	100.0	100.0	100.0

Access to Education - Further Education

LA Name	FE ALL PT % within 30 within LA	FE ALL PT % within 60 within LA	FE ALL Cycle % within 30 within LA	FE ALL Cycle % within 60 within LA
Knowsley	92.1	100.0	100.0	100.0
Liverpool	99.9	100.0	100.0	100.0
St. Helens	89.6	100.0	100.0	100.0
Sefton	97.4	100.0	100.0	100.0
Wirral	98.9	100.0	100.0	100.0

Access to Work

LA Name	Work ALL PT % within 20 within LA	Work ALL PT % within 40 within LA	Work ALL Cycle % within 20 within LA	Work ALL Cycle % within 40 within LA
Knowsley	80.0	100.0	100.0	100.0
Liverpool	95.6	100.0	100.0	100.0
St. Helens	82.1	100.0	100.0	100.0
Sefton	93.5	99.8	100.0	100.0
Wirral	91.0	100.0	100.0	100.0

LA Name	Work Risk* PT % within 20 within LA	Work Risk* PT % within 40 within LA	Work Risk* Cycle % within 20 within LA	Work Risk* Cycle % within 40 within LA
Knowsley	76.9	100.0	100.0	100.0
Liverpool	96.2	100.0	100.0	100.0
St. Helens	86.1	100.0	100.0	100.0
Sefton	95.8	99.9	100.0	100.0
Wirral	93.2	100.0	100.0	100.0

Access to Hospitals

LA Name	Hospital ALL PT % within 30 within LA	Hospital ALL PT % within 60 within LA	Hospital Risk* PT % within 30 within LA	Hospital Risk* PT % within 60 within LA
Knowsley	49.8	99.8	51.0	99.9
Liverpool	59.3	100.0	65.7	100.0
St. Helens	22.8	93.7	17.8	95.8
Sefton	34.9	99.8	39.7	99.9
Wirral	53.5	100.0	51.8	100.0

Access to GPs

LA Name	GP ALL PT % within 15 within LA	GP ALL PT % within 30 within LA	GP Risk* PT % within 15 within LA	GP Risk* PT % within 30 within LA
Knowsley	87.4	99.8	92.6	99.9
Liverpool	96.1	100.0	97.5	100.0
St. Helens	78.4	99.8	80.0	100.0
Sefton	79.3	99.7	85.4	99.9
Wirral	88.6	100.0	93.3	100.0

Access to Major Centres			
LA Name	Shops ALL PT % within 15 within LA	Shops ALL PT % within 30 within LA	Shops ALL Cycle % within 15 within LA	Shops ALL Cycle % within 30 within LA
Knowsley	68.9	99.8	99.0	100.0
Liverpool	88.2	100.0	100.0	100.0
St. Helens	89.9	99.8	100.0	100.0
Sefton	73.2	99.7	99.1	100.0
Wirral	88.7	99.9	99.9	100.0
LA Name	Shops Risk* PT % within 15 within LA	Shops Risk* PT % within 30 within LA	Shops Risk* Cycle % within 15 within LA	Shops Risk* Cycle % within 30 within LA
Knowsley	71.8	99.9	99.4	100.0
Liverpool	90.7	100.0	100.0	100.0
St. Helens	93.5	100.0	100.0	100.0
Sefton	78.3	99.9	99.7	100.0
Wirral	93.2	100.0	100.0	100.0

* "Risk" refers to an identified sub-category within each indicator. Access to Education: pupils in receipt of free school meals; Access to Work: people in receipt of jobseekers allowance; Access to Hospitals: households without access to a car; Access to GPs: households without access to a car; Access to Major Centres: households without access to a car. PT = Public Transport.

Mandatory Indicator: LTP2		Change in area wide road traffic
Baseline 2004	100	
2006/07	103.2	
2007/08	104.7	
2008/09	106.2	
2009/10	107.7	
Target 2010	109.2	

An Ambitious and Realistic Target

This is the stretch target contained in the first LTP of a cap on traffic growth of 20.8% from a 1996 base year to 2006. Given traffic growth since 1996, Merseyside is stretching this target until 2011, capping growth to 20.8% to 2011. This is re-calculated as a 9.2% cap from 2004* to 2010/11.

To meet this target requires a significant input into curtailing traffic growth. Trend analysis, and testing and results from the Merseyside Strategic Model show that LTP2's sustained and improved input will be required during the second LTP period to achieve this target. This is considered a realistic trajectory given the programme of measures timetabled for LTP2.

* Target has been re-based at 2004 for final LTP, accounting for updated and revised data (due to effect of de-trunking on the statistics), and keeping the same commitment to a 20.8% cap from 1996. For further details see Performance Indicator Target Form & Performance Indicator Control Form.

Key Actions to Achieve Target

• Delivery of the full programme of network, congestion and accessibility measures outlined in the LTP.
• Travelwise programme encouraging better choices in transport usage across the region. This will include car sharing initiatives, school and workplace travel plans, and innovative marketing techniques.
• Bus, rail and cycle strategies targeting considerable usage growth over the five year LTP2 period.
• Adoption of a Supplementary Planning Document that sets out minimum standards for sustainable access to new developments to reduce car dependency in the region's future regeneration schemes.
• Expanded Park and Ride provision.

Principal Risks & Management Approach
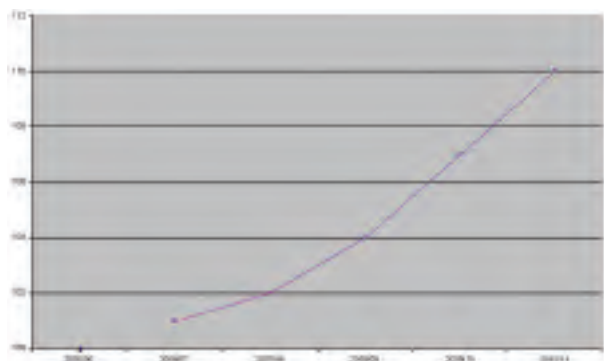
Transport Costs – A significant risk to achieving this target is the growing disparity between real costs of public transport and private car costs. This is a difficult risk to manage at a local level but the partners will be striving to cap increases in public transport costs where powers exist. Furthermore the case will continue to be made for greater local control over the public transport networks to address this and other service level issues. Close monitoring of these costs will be maintained through local performance indicator 12.

Car Usage rises – Any factors which determine to give rise to greater than anticipated rises in car ownership, and associated car usage, will present a significant risk to the achievement of this target. Management of this risk will be co-ordinated via close monitoring and the consideration of stronger demand management measures in the future if required.

Objective/Priority Area(s)

Congestion / Efficient Network, Sustainable Transport, Air Quality

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: LTP3		Cycling trips (annualised index)
Baseline 2003/04	100	
2006/07	101	
2007/08	102	
2008/09	104	
2009/10	107	
Target 2010	110	

An Ambitious and Realistic Target

Cycle use has seen steady decline over a prolonged period, nationally, and locally in Merseyside. The reasons for this decline are complex and deep rooted. Reversing this decline is a considerable challenge.

A detailed Merseyside cycling strategy is being implemented during the LTP2 period and this will provide the conditions to see growth in cycling usage by 2010/2011.

The low absolute levels of cycling currently evident, inform the belief that this target represents a realistic aim. Progress is anticipated to be slow in the first years as a strong historical trend is reversed.

Analysis has been undertaken using a spreadsheet modelling tool (ERCDT) to forecast effects of the programmed interventions. This target is considered a realistic ambition in the context of this analysis.

* This target has been framed against a 2005/06 baseline due to the establishment of a new, enhanced cycle usage data collection regime in Merseyside, and the ability to target set and forecast using a modelling tool for the forthcoming 5 year period.

Key Actions to Achieve Target

Delivery of extensive programme of measures in adopted cycle strategy to include:
• Progress towards a completed Merseyside cycle network
• Continued provision for cyclists in new developments, to be assisted by the minimum standards set out in the Supplementary Planning Document which is being developed
• Investment in cycle training, and route information via the expanded Travelwise programme.
• Partnership with other organisations sharing the health agenda for active travel. Promotion and education of the health benefits of cycling in partnership with the NHS and other organisations such as the "Heart of Mersey".
• Enhanced marketing and promotion through the Travelwise initiative.
• Provision for cyclists incorporated in all schemes through vigorous application of cycle audit procedures.
• Greater consideration given to the needs of cyclists in maintenance and cleansing regimes.

Principal Risks & Management Approach

Funding – Funding is considered a major risk. The LTP partnership have experienced past difficulties in justifying the maintenance of a full package of cycling measures on the grounds of value for money and insufficient total resource. Closer programme management and performance management, collectively across districts, is being pursued for the second LTP to mitigate against the risk of funds being used for other priorities. Renewed commitment has been sought to ensure programmes are in place that will deliver the necessary improvements.
Stigmatism – Stigmatism associated with bicycle use in less affluent areas is a significant risk to the ability to increase usage. This risk will be managed via the Travelwise programme which is embarking on an innovative approach with strong use of marketing and PR techniques on targeted groups to correctly promote cycle usage, and sustainable transport in general.

Objective/Priority Area(s)	Sustainable Transport, Quality of Life

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: LTP4	Modal share of journeys to school
Baseline 2005/06	**tbc**
2010/11	**tbc**

An Ambitious and Realistic Target

This indicator is not being reported in March 2006 and therefore development of a target has not yet been finalised. DfT supplied data that was anticipated to be available in time for this plan has been delayed at a national level until early 2007.

The Merseyside LTP remains committed to improving sustainable transports modal share for travel to school journeys. The partnership aim to make a stretching commitment drawing on evidence of the anticipated effect of the extended "TravelWise" programme once data is available.

Key Actions to Achieve Target

Expanded TravelWise programme will ensure delivery in this area.

National and local discussions are ongoing to secure data to monitor through the PLASC system.

The LTP congestion chapter provides extra details on the "school run".

Principal Risks & Management Approach
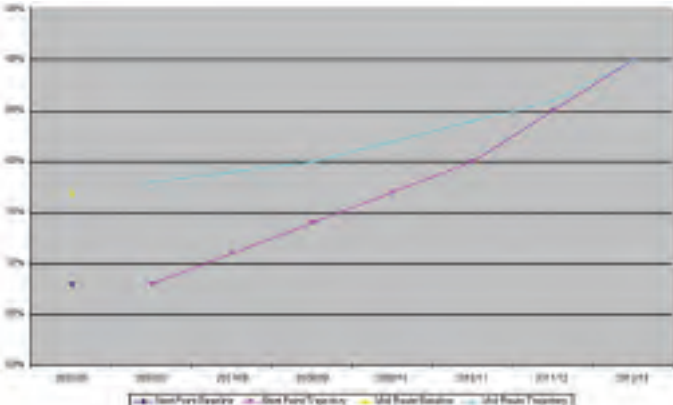
*Availability of monitoring data – T*here is a risk that data from the PLASC system will be further delayed, and/or not as comprehensive as hoped. This risk will be managed by using locally collected data, and the partners have been enhancing internal database management of existing data sources to ensure data is reported in the future.

Objective/Priority Area(s)	Sustainable Transport, Quality of Life, Accessibility, Congestion / Efficient Network.

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: LTP5		Bus punctuality
Baseline	Start Points and Mid Routes (avg.)	
2005/06	72.5%	
2006/07	73%	
2007/08	75%	
2008/09	77%	
2009/10	79.5%	
2010/11	82%	
2011/12	85.5%	
2012/13	90%	

An Ambitious and Realistic Target

Trajectories are based on achieving the stretch target set out in the LTP2 guidance. Latest guidance requests a single average figure for start points and mid route points. The graph depicts these items individually. Consideration has been made of the short-term disruption due to infrastructure improvements associated with the City Centre Movement Strategy (CCMS) that will continue until 2007. However, as the CCMS is designed to improve public transport access to the City Centre, once completed the punctuality improvements should be considerable.

The Punctuality Improvement Partnership (PIP) will play a key role in delivering improvements in this area. The lack of historical data to assess the scale of the problem, and consequently the interventions necessary to achieve the target, have also been taken into consideration.

Key Actions to Achieve Target

Close working with Bus Operators and LA traffic managers through the Punctuality Improvement Partnerships. The partnership will address known hotspots, and use a variety of data to analyse problems and target measures to improve punctuality. It is hoped that ITIS data will be utilised to assist this process. The Local Authorities must ensure the delivery of appropriate Bus Priority measures to reallocate much needed road-space from car use.

The PIP process may determine that operators need to alter some of their operating practices to address punctuality issues. For example, registering services with more realistic timetables to acknowledge traffic conditions, a greater focus on ensuring that buses leave depots on time etc.

The Merseyside Bus Strategy policy and programmes.

Principal Risks & Management Approach

Success of the PIP – *improvements to punctuality are heavily reliant on the success of the PIP. If the PIP fails to deliver, then improvement may be limited. It is therefore vital that all partners strive to form a good working relationship.*

Bus Priorities – Re-allocation of road space is vital – Local Authorities must ensure the BP measures are implemented fully.
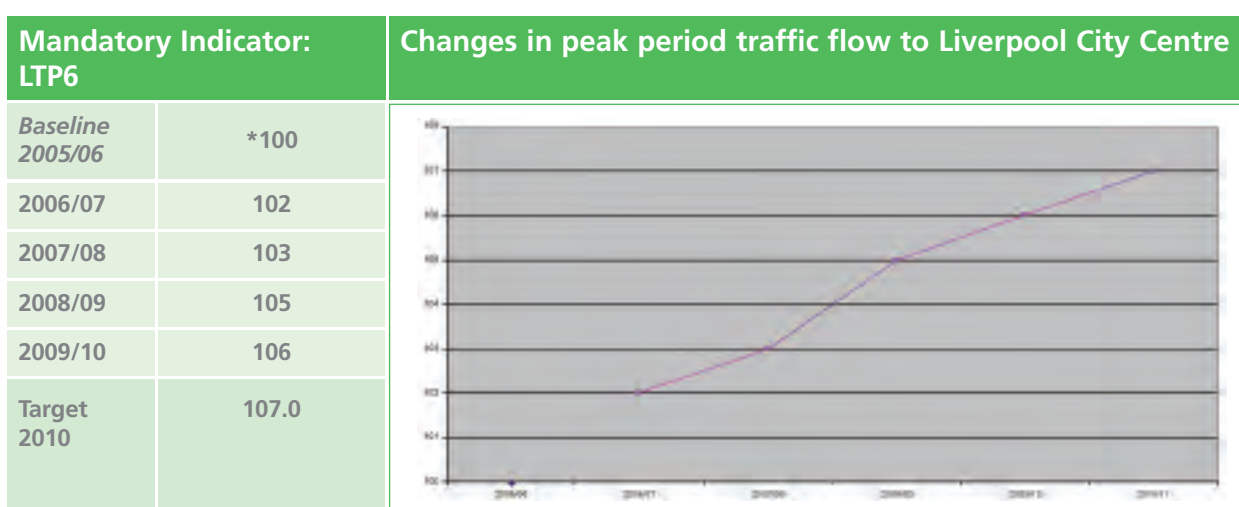
***Congestion** – if general traffic grows more than anticipated then it could have a detrimental impact on bus punctuality. The Partners delivery of measures to improve trip speeds for buses and to manage demand for road space will be paramount to mitigate this risk.*

Operating practices of the commercial bus operators – *Merseytravel has limited influence over the operating practices of the commercial bus operators. Merseytravel will mitigate this risk as far as is possible by working closely with the operators through the Punctuality Improvement Partnership.*

Objective/Priority Area(s)

Sustainable Transport / Congestion / Efficient Network

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: LTP6		Changes in peak period traffic flow to Liverpool City Centre
Baseline 2005/06	*100	
2006/07	102	
2007/08	103	
2008/09	105	
2009/10	106	
Target 2010	107.0	

An Ambitious and Realistic Target

Transport Modelling work carried out by SDG demonstrates that it is appropriate and realistic to set target which caps the level of traffic growth into the City centre to 7% over the lifetime of LTP2.

Major city centre regeneration (including Capital of Culture in 2008) and developments due to open during the LTP2 period are a central part of Merseyside wide regeneration. Controlled vehicular access to these developments is necessary. Short term fluctuations are anticipated, especially during 2008, although the majority of these events are expected to increase traffic levels in off-peak periods.

Target level based on extensive analysis and modelling using trip generation and dynamic land use modelling to assess the likely levels of traffic growth and effect of wider LTP2 strategy for sustainable integrated transport.

Target has been set on the basis of rising demand overall for travel in view of the social and economic changes that have been described in Chapter 4 of the LTP.

Target set with consideration of negative effects of traffic growth - congestion and environmental and social degradation - and therefore in conjunction with other LTP2 targets relating to the AQMA.

* The 2005/06 baseline for this indicator is an adjusted figure due to the extensive "Big Dig" programme of highway works affecting out-turn values for this year. For full details see documentation of indicator reporting included in the appendices.

Key Actions to Achieve Target

• Linked with action on the AQMA.
• Supporting smart cmeasures
• Public transport improvements
• Park and Ride expansion
• Rail capacity enhancements
• A robust parking management regime including a cap on parking availability

Principal Risks & Management Approach

Capital of Culture – significant peaks are anticipated as a result of major events in the city centre, such as Capital of Culture in 2008. This clearly poses a risk to rising traffic levels but in a wider context is an important part of the regions regeneration. The risk of specific major events affecting this indicator is mitigated by a methodology which filters out unusually high daily peaks associated with specific events. Merseytravel are also working closely with Liverpool City Council to ensure adequate public transport provision is in place.

Implementation of the Merseyside Bus Strategy – Full support from the Local Authorities for the measures identified in the Merseyside Bus Strategy.

Public Transport Costs – see indicator "LTP2".

Car usage rises – see indicator "LTP2".

Objective/Priority Area(s)	Congestion / Efficient Network/ Air Quality / Economy/Regeneration

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: LTP7		Congestion (person delay)
Baseline 2005/06	tbc	
2010/11	tbc	

An Ambitious and Realistic Target

- 11 major routes in Merseyside have been broken down into segments over which individual person delay is measured. The indicator measures the average annual percentage journey time change aggregated over the 11 routes.

- Merseyside has played an active role in progressing the development of this indicator. Unfortunately data availability and indicator specification have been subject to a number of delays at a national level and therefore the DfT have advised that targets for this indicator are now to be set by July 2006.

- Chapter 7 of the LTP sets out in detail Merseyside's strategy to tackle congestion.

Key Actions to Achieve Target

- Continued development of the role of Highways Managers as part of the Network Management Duty.
- Programmed highways works, particularly targeted on routes key to the local economy in order to support the region's regeneration aspirations.
- The full range of LTP measures to encourage sustainable travel choices, supported by the award winning local TravelWise programme.
- Expansion and encouragement of P&R on approaches to main centres

Principal Risks & Management Approach

*Data volatility – t*he methodology agreed nationally to calculate this indicator includes a detailed set of surveys. However, the coverage of this data in both temporal and spatial terms could lead to reporting inconsistencies associated with survey sample size and associated error ranges. To mitigate against this risk the LTP partnership will continue to actively participate in the future development of this indicator with the DfT to deliver the best possible measure of congestion in Merseyside.

Data costs – linked to the issues outlined above, the 2005/06 survey programme has incurred substantial costs. As these costs are anticipated to be borne locally in the future there are concerns about how this work can continue to be funded on a value for money basis. To mitigate against this risk the LTP partnership will continue to actively participate with the DfT to develop a cost effective means of monitoring this indicator and produce a representative measure of congestion in Merseyside.

Improvement Works – Significant improvements are proposed on a number of the 11 routes during the LTP, and whilst the eventual effect will often be to reduce delays, there will be lengthy periods during which journey times will increase on these and alternative routes. These effects will be difficult to predict and build into trajectories.

Objective/Priority Area(s)

Congestion / Efficient Network, Economy/Regeneration

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: LTP8				Air Quality - Pollutant concentrations within Air Quality Management Areas (AQMAs)

Baseline	AQMA1 (Buses)	AQMA1 (Cars)	AQMA2	
2004/05	59.73	56.33	45.6	
2005/06	59.73	56.33	45.6	
2006/07	59.73	56.33	45.6	
2007/08	55.52	54.53	45.6	
2008/09	51.31	52.72	44.01	
2009/10	47.1	50.92	42.42	
Target 2010	42.89	49.11	40.83	

An Ambitious and Realistic Target

AQMA1 (Bus focused monitoring location) – Major bus route on Crosshall Street in the City Centre
AQMA1 (Car focused monitoring location) – Islington Square in the City Centre
AQMA2 – Bowring Park Road

It is felt that it would be unrealistic to expect to be able to meet National Air Quality Standards within this LTP period given the fact that traffic growth of up to 7% is expected in the City Centre (9.2% Merseyside wide) and is seen as acceptable given the current economic climate.

* Although a target value must be set for this indicator, guidance states that progress should be measured by intermediate indicators, included in the Merseyside LTP as indicators L17 and L18.

Key Actions to Achieve Target

Reduce traffic related emissions by 15% in the City Centre (to be measured in the identified locations within AQMA1) and to reduce traffic related emissions by almost 10% at the identified location within AQMA2.

See Action Plan Package Table

Principal Risks & Management Approach

Political will to implement Action Plan and most effective measures therein -work with Councillors and the general public to gain both their understanding and support for the measures contained within the Action Plan.

Guidance on Quality Bus Contracts - work with Merseytravel and the bus operators through partnerships to deliver an overall service which has least environmental impacts, outside of the QBC framework.
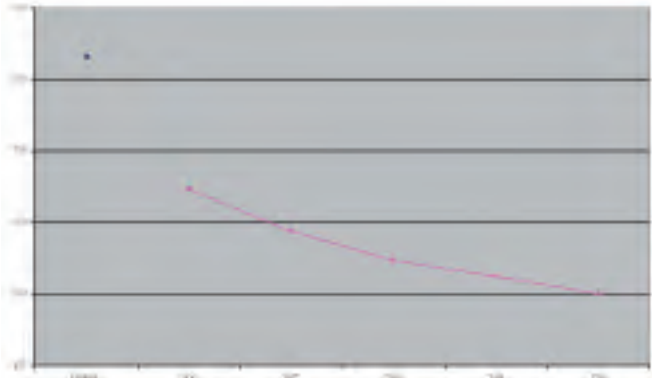
Traffic growth rising above the levels to which we have agreed to be constrained -Consideration of trigger points for further action – see congestion chapter.

Objective/Priority Area(s)

Air Quality, Quality of Life / Protects the Environment

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI99(x)		Total killed and seriously injured casualties
Baseline 1994-98	833	
2006	647 +/- 83	
2007	588 +/- 83	
2008	547 +/- 83	
2009	524 +/- 83	
Target 2010	500 +/- 83	

An Ambitious and Realistic Target

- This target is for a reduction in the total number of fatal & serious casualties of 40% by 2010. During LTP1 the previous linear trajectory for this target was not met.   Reductions in some types of fatal & serious injury, particularly to children (see Target BVPIy), have been offset by increases in adult casualties. Trends & future trajectories are given in the Road Safety Appendix of the LTP.
- Thorough strategic analysis of the issue has given an understanding of the new adverse trends, and a series of initiatives is proposed to counteract them as summarised in the 'Key Actions' section below.
- The number of people killed or seriously injured in 2004 was 770. In these circumstances our proposed 40% reduction by 2010 already represents a stretching target, which will require a reduction from 2004 in excess of 30%.
- As promised in the Provisional LTP we have reviewed the trajectory taking into account the scale of actions required. It returns to the previous linear trend for the last three years to 2010.

Key Actions to Achieve Target

- A common theme is an increase on roads when they are relatively 'quiet', when there is spare capacity. An increasing number of younger male adults are driving excessively fast during these periods. The problem shows itself in different areas at different times. Police and partner authorities have prepared detailed programmes of intervention targeted in the areas and at the times when the problem is occurring, and are confident that the numbers can be reduced to meet the target by 2010 in line with the above trajectory.
- This includes a 20% increase in police enforcement capacity, together with targeted use of existing resources.

Principal Risks & Management Approach

There are two types of risk of under-achievement in this target:

- The possibility of unexpected increases in casualties arising from any other new adverse trends. We minimise this risk by constant vigilance and a thorough review of issues and solutions each year.
- Losing revenue funding for those parts of the programme of interventions that require it - a real risk in respect of child pedestrian training, where DfT funding is coming to an end as the Kerbcraft Pilot finishes. The risk will be minimised by taking the opportunity to use revenue funding released from the Camera Partnership for this purpose from 2007/08 onwards.
- There is also the risk that random fluctuation will distort the result. To minimise this, a range of +/- two standard deviations around the trajectory has been specified, reflecting the random fluctuation actually observed around past trends.

Objective/Priority Area(s)

Road Safety

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI99(y)		Child killed and seriously injured casualties
Baseline 1994-98	197 +/- 34	
2006	120 +/- 34	
2007	112 +/- 34	
2008	104 +/- 34	
2009	97 +/- 34	
Target 2010	89 +/- 34	

An Ambitious and Realistic Target

- If every district in Merseyside achieved a reduction of 50% in child KSIs by 2010, those with above-average casualties in 1994-1998 would still be above average in 2010. For these districts more challenging targets are proposed.
- For the two districts with the highest levels of disadvantage (Liverpool and Knowsley) higher reductions are proposed amounting to 57% and 64% respectively.
- The net effect over the whole of Merseyside would be a reduction of 55% compared with the 1994-1998 base from 197 to 89 by 2010.
- This reduction is proposed as a stretching target, and meets the definition as such. The number of children killed or seriously injured in 2004 was 138. Our target reduction just exceeds the 35% threshold reduction from 2004.

Key Actions to Achieve Target

- It is clear that the present strategies are working successfully and it is proposed that they should be continued although with additional intervention in respect of older children (aged 12-15), which is the one group that has been slow to respond.
- Measures are proposed for this as set out in the Road Safety Section and Appendix of the LTP

Principal Risks & Management Approach

As in the case of BVPI(x) there are two types of risk in under-achieving this target:

- There is always the possibility of unexpected increases in casualties arising from any other new adverse trends which emerge over the plan period. We minimise this risk by constant vigilance and a thorough review of issues and solutions each year.
- Losing revenue funding for those parts of the programme of interventions that require it. This is a real risk in respect of child pedestrian training, where DfT funding is coming to an end as the Kerbcraft Pilot finishes. The risk will be minimised by taking the opportunity to use revenue funding released from the Camera Partnership for this purpose from 2007/08 onwards.
- There is also the risk that random fluctuation will distort the result. To minimise this, a range of +/- two standard deviations around the trajectory has been specified, reflecting the random fluctuation actually observed around past trends

Objective/Priority Area(s)

Road Safety

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI99(z)		Total slight casualties
Baseline 2001/04	7069	
2006/07	7069	
2007/08	7069	
2008/09	7069	
2009/10	7069	
Target 2010	7069	

An Ambitious and Realistic Target

- Consideration of the past trend in slight casualties shows that there has been a marked reduction in the number of slight casualties recorded in recent years. We believe that this is as a result of fewer casualties being reported rather than an intrinsic reduction in risk. For this reason we have re-set our base on the average of the years 2001-2004 inclusive.

- As shown in indicator LTP2, our target for growth in area-wide traffic is 9% by 2010. By keeping our target number of casualties at the level of the revised base, this would represent a reduction in casualties per million vehicle kilometres of approximately 10% by 2010, and this is intended as a stretched target.

Key Actions to Achieve Target

- The range of actions included in our five year plan is considered sufficient to reduce the rate of slight casualties by this amount. See Road Safety Appendix of the LTP.
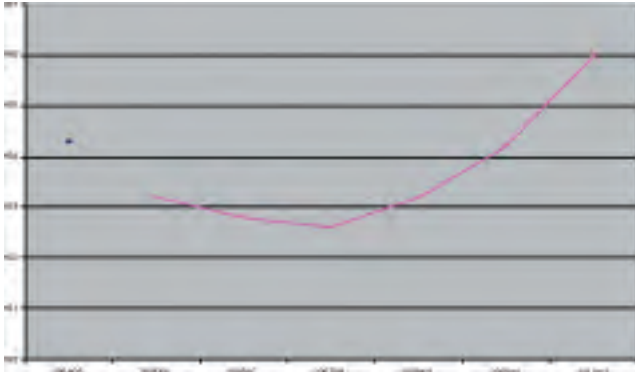
Principal Risks & Management Approach

- Apart from the risks of new adverse trends as discussed under BVPI 99 (x) and (y), there are additional issues in respect of slight casualties if such inconsistencies as have been seen in the past reporting levels are repeated in the future. (We have seen increases as well as decreases arising from this) This is avoided by taking an intelligent and reasonable view of the results.
- There is also the risk that random fluctuation will distort the result. To minimise this, a range of +/- two standard deviations around the trajectory has been specified, reflecting the random fluctuation actually observed around past trends.

Objective/Priority Area(s)

Road Safety

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI102		Public transport patronage (Bus)
Baseline 2004/05	164.3	
2005/06	163.2	
2006/07	162.8	
2007/08	162.6	
2008/09	163.2	
2009/10	164.2	
2010/11	166 (+1%)	

An Ambitious and Realistic Target

Background demographic and economic trends are acting to depress bus patronage – fewer young people, increase in car ownership, increased car use by older people, reduction in the cost of motoring, increased prosperity on Merseyside, increased cost of bus travel. Patronage declined 1.8% over the last LTP period. Arresting decline is a challenging target.

Analysis that has informed realistic target development:
• Public Transport Trends Model (PTTM) – impact of demographic changes on bus demand.
• SimBus – simulation at an aggregate scale the impact of interventions in the bus network.
• Merseyside Strategic Model – considers interaction between transport, land-use & between modes.
• City Centre Capacity Analysis – on-going work considering impact of development in City Centre.

Key Actions to Achieve Target

• Primary tools for delivering improvements to the bus network are the Merseyside Bus Strategy (MBS), and the Accessibility Strategy.
• Partnership sign up to implement the MBS which includes: investment in new vehicles, the provision of high quality infrastructure and information, affordable fares, bus priority measures and improvements to walking routes to/from bus stops and shelters.
• Actions consistent with delivering this target are also linked to the city centre parking strategy and parking cap, the cap on the growth of traffic into the city centre, the City Centre Movement Strategy and the Air Quality Action Plan.

Principal Risks & Management Approach

Historical Trends – long term socio-economic trends suggest LTP2 bus use could fall by around 4%. Many of these external factors are beyond the remit of the LTP but a strong bus strategy and good education and marketing through the Travelwise programme will mitigate as far as is possible.

Growth in congestion – a key causal factor in declining reliability and punctuality and this poses a significant risk to increased bus usage. Balancing the desired regeneration effects of the region with maintenance of an equitable allocation of road space and priority will rely on effective partnership working between Merseytravel, bus operators and districts. This will be actively pursued through the PIP partnerships and careful analysis and targeting of bus friendly measures at congestion hotspots.

The Operators – commercial realities of bus service provision pose significant risks to coherent long term service provision. Merseytravel will expect commitment from the operators to (as far is possible within the current legislative framework) mitigate against any negative changes that do occur, and will look to emerging legislative changes to aid closer working and delivery of the Merseyside Bus Strategy.
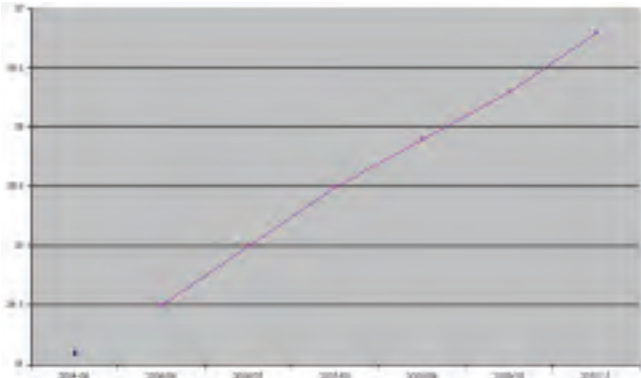
Wider LTP2 programme – risk that slippage in implementation in other LTP areas can have significant knock on effects to bus usage. Careful programme management will be a feature of the second LTP to ensure that delivery is maintained for the benefit of a wide range of desired transport outcomes. The performance management strategy approach outlined in the LTP provides further details.

Objective/Priority Area(s)

Sustainable Transport / Congestion / Efficient Network

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI102		Public transport patronage (Rail)
Baseline 2004/05	34.1	
2005/06	34.5	
2006/07	35.0	
2007/08	35.5	
2008/09	35.9	
2009/10	36.3	
2010/11	36.8	

An Ambitious and Realistic Target

Draft Regional Planning Assessment projects the annual increase in rail usage within Merseyside at 0.7%.

Merseytravel believes this assessment is too low and has used a higher growth rate based on improved employment and productivity levels. The projected increase in rail usage is therefore assessed at 1.3% per annum.

Key Actions to Achieve Target

It is believed that capacity exists on the Northern and Wirral Lines to cater with the anticipated extra demand. The City Line is more of a problem as the peak periods are already operating very close to capacity. While there is potential for increased use in the off-peak period Merseytravel will need to work in conjunction with Northern Rail in order to develop options to create additional capacity within the peak period.The targets do not include any assumptions with respect to new stations or the extension of the electrified network.

Principal Risks & Management Approach

Demand/supply - concern that the demand for rail transport may well outstrip the industries ability to provide the required capacity improvements. This is a particular issue on the City Line services operated by Northern Rail. A pro-active approach is being pursued with Northern Rail, in particular with regard to options for enhanced rolling stock supply.
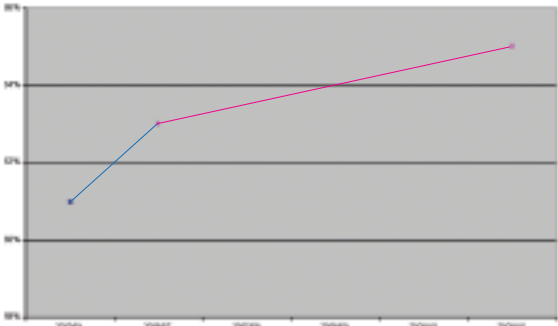
Partnership working- Continued close working with Network rail will be required, which traditionally has been less than straightforward. Merseytravel will continue to press for Vertical Integration.

Growth in Rail Patronage does not meet expectations-There is a possibility that growth will not take place at the levels anticipated by Merseytravel. However Merseytravel has consistently argued that the RPA takes a pessimistic view of the potential rail usage on Merseyside and which is borne out through the work carried out in the development of the Regional Economic Strategy and Regional Economic Strategy.

Objective/Priority Area(s)

Sustainable Transport / Congestion / Efficient Network

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI104		Satisfaction with local bus services
Baseline 2003/04	61%	
2006/07	63%	
2007/08	n/a	
2008/09	n/a	
Target 2009/10	65%	

An Ambitious and Realistic Target

Realistic – extending the current historical trend in bus satisfaction.

Satisfaction with the bus fleet has increased in previous years despite falling usage. It may be that dissatisfied users have stopped travelling and this provides a concern that growing patronage might decrease satisfaction. This trend is clearly to be resisted and satisfaction improvements are sought in the context of a growing market. In this context maintaining a linear progression in improved satisfaction is considered ambitious.

More tracking through a Market Research programme to provide further evidence as it emerges.

Key Actions to Achieve Target

Primary tools for delivering improvements to the bus network are the Merseyside Bus Strategy (MBS), and the Accessibility Strategy.

Partnership sign up to implement the MBS. Anticipated that improving punctuality will be reflected in both an increase in patronage and higher satisfaction. Furthermore, the standard of the vehicles, the accessibility of the infrastructure and affordability of the service are all contributory factors.

Wider actions also impact – congestion measures, City Centre Movement Strategy & Parking Strategy.

Principal Risks & Management Approach

Lack of a clear understanding of causality- Merseytravel will seek to understand the public's attitude and motivation for using public transport more fully through the Market Research Programme. Careful consideration of risks to satisfaction decreases as a consequence of programmes to boost patronage.

Confidence levels of BV survey- BV104 forms part of a much larger survey across all aspects of Local Authority service provision, and there is a possible risk of dilution of the perception of any raise in standards. Furthermore, survey not targeted solely at bus users, and it is questionable that respondents can give a fair appraisal of a service they do not use. To be managed by careful examination of supporting evidence from internal satisfaction surveys, and other monitoring indicators.

Lack of direct control of standard of service provision- in the case of the larger bus companies, funding for new vehicles is invariably driven nationally. Need to ensure close partnership working with operators.

Objective/Priority Area(s)

Sustainable Transport, Quality of Life / Protects the Environment

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI187		Footway condition			
Baseline 2005/06	Knowsley 30%	Liverpool 37%	Sefton 19%	St Helens 20%	Wirral 23%
2006/07	29%	35%	19%	19%	22%
2007/08	28%	32%	18%	18%	21%
2008/09	27%	29%	18%	17%	20%
2009/10	26%	29%	17%	16%	19%
Target 2010/11	25%	29%	17%	15%	18%

An Ambitious and Realistic Target

Trajectories are based upon an attempt to achieve a gradual improvement of this section of the network over the life of LTP2 whilst also permitting the restricted budgets to be directed to other parts of the deteriorated highway network.

There is no national guidance as to what should be the optimum level for the percentage of Category 1 and 2 footways above the threshold level of 20.

Key Actions to Achieve Target

Continuous investment on the above network should provide the gradual but sustained improvement over the life of LTP2.

Rate of deterioration and investment profile will be reviewed annually to determine and ensure trajectories remain on target with the investment identified.

Principal Risks & Management Approach

Future financial settlements – rrisk to programmes will continue to determine the resources that can be allocated to this section of the network. Prioritisation to implement to achieve these targets will be pursued.

Further Deterioration of highway network - may require diversion of funds to other BVPI/condition indicators contained within LTP2. This will require ongoing monitoring across the full range of condition indicators.

Objective/Priority Area(s)	Value for Money, Congestion / Efficient Network, Accessibility, Road Safety

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI223 (96)		Principal road condition
Baseline 2004/05	tbc	
2006/07	-	
2007/08	-	
2008/09	-	
2009/10	-	
Target 2010/11	tbc	

An Ambitious and Realistic Target

Current advice from DfT recommends that targets and trajectories can only be set upon the production of 2 years valid surveys results. This will not be achieved until June 2006. Therefore no targets and trajectories have currently been set for this BVPI.

Key Actions to Achieve Target

Carrying out surveys for 2005/06 to enable to production of targets and trajectories for the final four years of LTP2.

Continuous investment on the above network should provide the gradual but sustained improvement over the life of LTP2. The rate of deterioration and investment profile will be reviewed annually.

Principal Risks & Management Approach

Future financial settlements will continue to determine the resources that can be allocated to this section of the network. Changes in surveys methods, if introduced will alter the outturn figures making the monitoring of the BVPI over the period of LTP2 very difficult.

Deterioration of other elements of the highway network may require diversion of funds to other BVPI/condition indicators contained within LTP2. This will require ongoing monitoring across the full range of condition indicators.

Objective/Priority Area(s)

Congestion / Efficient Network, Value for Money, Road Safety

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI224a (97a)		Principal road condition
Baseline 2003/04	tbc	
2006/07	-	
2007/08	-	
2008/09	-	
2009/10	-	
Target 2010/11	tbc	

An Ambitious and Realistic Target

Current advice from DfT recommends that targets and trajectories can only be set upon the production of 2 years valid surveys results. This will not be achieved until June 2007. Therefore no targets and trajectories have currently been set for this BVPI.

Key Actions to Achieve Target

Carrying out surveys for 2005/06 and 2006/07 to enable the production of targets and trajectories for the final three years of LTP2.

Continuous investment on the above network should provide the gradual but sustained improvement over the life of LTP2. The rate of deterioration and investment profile will be reviewed annually.

Principal Risks & Management Approach

Future financial settlements will continue to determine the resources that can be allocated to this section of the network. Changes in surveys methods, if introduced will alter the outturn figures making the monitoring of the BVPI over the period of LTP2 very difficult.

Deterioration of other elements of the highway network may require diversion of funds to other BVPI/condition indicators contained within LTP2. This will require ongoing monitoring across the full range of condition indicators.

Objective/Priority Area(s)

Congestion / Efficient Network, Value for Money, Road Safety

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: BVPI224b (97b)	Principal road condition				
Baseline 2005/06	Knowsley 8%	Liverpool 11%	Sefton 11%	St Helens 12%	Wirral 10%
2006/07	7%	10%	11%	11%	8%
2007/08	6%	9%	10%	10%	7%
2008/09	6%	9%	10%	9%	6%
2009/10	5%	9%	9%	8%	5%
Target 2010/11	5%	9%	9%	8%	4%

An Ambitious and Realistic Target

It is anticipated that in the currency of the 2006/7 to 2010/11 LTP there will be a change in the survey methodology from visual surveys to SCANNER. The above trajectories are based upon CVI surveys which have previously been used for the production of results for BVPI 97b, now replaced by BVPI 224b.

Trajectories are based upon an attempt to achieve a gradual improvement of this section of the network over the life of LTP2 and to see Authorities within the upper DfT/CPA threshold of 12%, whilst also permitting the restricted budgets to be directed to other parts of the deteriorated highway network.

Key Actions to Achieve Target

Continuous investment on the above network should provide the gradual but sustained improvement over the life of LTP2.

The rate of deterioration and investment profile will be reviewed annually to determine and ensure trajectories remain on target with the investment identified.

Principal Risks & Management Approach

Future financial settlements – risk to programmes will continue to determine the resources that can be allocated to this section of the network. Prioritisation to implement to achieve these targets will be pursued.

Further Deterioration of highway network - may require diversion of funds to other BVPI/condition indicators contained within LTP2. This will require ongoing monitoring across the full range of condition indicators.

Objective/Priority Area(s)	Value for Money, Congestion / Efficient Network, Accessibility, Road Safety

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L1		Sustainable transport as the final mode for air passengers travelling to Liverpool John Lennon Airport
Baseline 2005/06	10%	
2006/07	*11% nominal*	
2007/08	*11.5% nominal*	
2008/09	12%	
2009/10	*13% nominal*	
Target 2010	14%	

An Ambitious and Realistic Target

Securing modal shift in surface access to the airport presents short term challenges due to the lack of any steel wheel connection. However, Liverpool South Parkway station (opening 2006) will provide enhanced connections to the airport.

The target has been jointly agreed with Liverpool John Lennon Airport who have formally adopted the 2008/09 and 2010/11 as part of their Surface Access Strategy (intervening years trajectory is for LTP purposes only). The target is considered ambitious and represents a partnership commitment to improved sustainable access to the airport.

A future stretching target of 17% modal share sustainable access by 2015 has also been provisionally agreed.

Rising passenger numbers make higher frequency bus services more viable adding to the realism of this target. This is supported by recent expansion of commercial bus operations to the airport, including for the first time a 24 hour bus connection to the airport.

Key Actions to Achieve Target

- Sustained partnership dialogue and action facilitated through the Airport Access Forum
- Provision of good service levels from Liverpool South Parkway (and improved service levels from the city centre) to the airport
- Commitment to improved information on public transport facilities, with particular attention to the European Capital of Culture 2008.

Principal Risks & Management Approach

Bus operators not expanding services to airport – The Merseyside Bus Strategy will be working to ensure the best possible service is sought from operators. It is anticipated that operators will continue to recognise the commercial value of a strong public transport offer at the airport.

Stagnation in passenger growth at airport – The airport has ambitious plans for further expansion and continued passenger growth. There are significant risks to this strategy including dependence on the continued growth of the low cost airline market. This risk is external to the LTP and a careful re-assessment of the target is an approach required if the airport growth does not proceed as anticipated.

Objective/Priority Area(s)	Sustainable Transport, Congestion / Efficient Network, Economy/Regeneration

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L2		HGV journey speeds (kph) on designated freight routes
Baseline 2003/04	IP 47	
2005/06	45.6	
2006/07	45.6	
2007/08	45.6	
2008/09	45.6	
2009/10	45.6	
Target 2010/11	45.6	

An Ambitious and Realistic Target

• Given forecast increases in road traffic it is considered an ambitious target to contain any decrease in 2003/2004 average inter-peak speeds to 45.6kph until 2010/11.
• The target average speed of 45.6kph represents a decrease in speeds of only 1/3rd of the target capped increase in total traffic volume (see indicator LTP2). This reflects the priority that will be given to ensuring, as far as is possible within available controls, to limit congestion on these designated freight routes.
• Increasing levels of economic activity anticipated for the LTP2 period determine that it is considered realistic to anticipate for a small decrease in speeds as volumes of traffic increase.
• By defining a road hierarchy with a designated freight network, the Merseyside authorities will work to ensure journey times are maintained on the freight network through an ongoing programme of highway and junction improvements as required.

Key Actions to Achieve Target

• In order to achieve this target it will be vital to regularly analyse journey speeds at a spatially disaggregate level. Close analysis of these disaggregate trends will help to identify any areas of significant delay and allow authorities to investigate solutions and expedite necessary highway improvements.
• Authority and partnership LTP2 capital programmes already include substantial investment to deal with areas which have already been identified as having congestion problems. Programmed actions include improvements to Edge Lane as the main route from the M62 into Liverpool City Centre, ongoing works to complete improvements at Switch Island, and extensive programmed HA works at Tarbuck Interchange.

Principal Risks & Management Approach

Greater than anticipated increases in traffic levels – This risk will be managed through the approach described in detail in Chapter 7 of the LTP.

Changes to speed limits – Changes to speed limits on roads within the freight network may be carried out for reasons relating to road safety or environmental benefits. Such changes will be examined closely so as not to distort the figures being reported for this indicator. It is likely data will need to be manipulated / re-based to avoid this damaging effect.

Roads not under LA control - Significant sections of the designated freight network cover roads which are not within local authority control so partnership working with the Highways Agency will be vital to ensure effective measures are put in place.

Road works – Traffic on Edge Lane both into and out of the City Centre is likely to see significant delays, until works to relieve traffic congestion and reduce community severance, are completed in March 2008.

Objective/Priority Area(s)

Congestion, Efficient Network, Economy/Regeneration

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Chapter 5

Mandatory Indicator: L3		Cap on public off street car parking spaces available in Liverpool City Centre
Baseline 2003/04	15,400	
2006/07	16,500	
2007/08	16,500	
2008/09	16,500	
2009/10	16,500	
Target 2010	16,500	

An Ambitious and Realistic Target

Although catering for a small increase in parking provision from a 2003/04 base this is considered to represent an ambitious target.

With massive regeneration taking place within the heart of Liverpool city centre (modelled as an increase of up to 9,000 new jobs over the lifetime of LTP2), including the largest single retail project in a UK city centre (PSDA), this target represents a significant cap on publicly available off street parking.

Key Actions to Achieve Target

Clear understanding and application of the cap and the policy to reduce long stay/ commuter parking in favour of short stay parking, in respect of planning permissions granted.

Principal Risks & Management Approach

Pressure to accept additional car parking to secure developments - proposed Supplementary Planning Document for Merseyside should assist in management and avoidance of this risk.

Objective/Priority Area(s)	Congestion / Efficient Network, Air Quality

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L3		Percentage of network below threshold speeds/times during peak periods
Baseline 2005/06	tbc	
2006/07		
2007/08		
2008/09		
2009/10		
2010/11	tbc	

Monitoring only

This indicator is to provide a measure of how operational performance deteriorates or improves across the network during the LTP2 period.

The indicator is a monitoring only indicator as this is a new and innovative move to measure network wide congestion levels. The indicator will make use of ITIS satellite based vehicle tracking data to calculate journey speeds/times. Delays nationally in receipt of this data have prevented baseline data being available for this indicator. In the future target setting may be possible, but not until much greater research and analysis has been undertaken into data characteristics.

The indicator will be measured with reference to a threshold expressed as the ratio of peak to off-peak hour speeds/journey times. The off-peak hour speed is considered a better measure of free-flow speeds than the speed limit. Initial development work for this indicator suggested a threshold ratio below which about 20% of the network falls in the base year. Measurement will cover the first three levels of the Merseyside Road hierarchy.

Performance – discussion

Through the LTP2 term this indicator will provide a valuable measure of network wide congestion in the peak periods.

Performance will be analysed closely at a temporal and spatial level and will inform the development of schemes tackling congestion, and in support of measures to assist the Merseyside Bus Strategy. In addition this will be an important measure in respect of the Network Management Duty.

Objective/Priority Area(s)	Congestion / Efficient Network, Sustainable Transport, Economy/Regeneration

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L5		Extent of Peak Spreading
Baseline 2005/06	tbc	
2006/07		
2007/08		
2008/09		
2009/10		
2010/11	tbc	

Monitoring only

This indicator is to provide a measure of how operational performance shifts during the 7-10am morning peak, across the network during the LTP2 period.

The indicator is a monitoring only indicator as this is a new and innovative move to measure network wide peak spreading. The indicator will make use of ITIS satellite based vehicle tracking data to calculate journey speeds/times. Delays nationally in receipt of this data have prevented baseline data being available for this indicator.

Monitoring peak spreading is considered a vital supporting analysis for mandatory indicators LTP2, LTP6 and LTP7. Peak spreading provides an insight into the levels of congestion being experienced on the highway network and the degree to which travellers are prepared, or able, to adjust the timing of their journey to avoid their perception of unacceptable delay at their preferred time of travel.

Performance – discussion

Through the LTP2 term this indicator will provide a valuable measure of network wide peak spreading.

Performance will be analysed closely at a temporal and spatial level and will inform the development of schemes tackling congestion, and in support of measures to assist the Merseyside Bus Strategy.

Objective/Priority Area(s)	Congestion / Efficient Network, Sustainable Transport, Economy/Regeneration

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L6		Roadwork Coverage & Impact
Baseline 2005/06	See details in target form in technical appendix	
2006/07		
2007/08		
2008/09		
2009/10		
2010/11	tbc	

Monitoring only

This indicator has been selected as a way of monitoring the amount of disruption to the highway network during LTP2. The indicator is monitoring only, reflecting the essential nature of the work modernising the region's infrastructure.

Anticipated regeneration will require substantial improvements to the highways and utilities serving homes and businesses, causing unavoidable short term inconvenience to road users. In Liverpool City Centre many of these works continue to be progressed through the City Centre Management Strategy and the "Big Dig" programme, in preparation for "European Capital of Culture" year in 2008.

This indicator will be an important way of quantifying the levels of works taking place each year through the LTP period. These essential works will inevitably have short term effects on transport usage including route selection, traffic volume and modal choice. It is anticipated therefore that significant fluctuation in reported performance in a number of other performance indicators can be expected over the next few years.

This indicator will provide important information to assist interpretation of out-turn performance in other indicators while works continue.

Performance – discussion

Discussion of out-turn figures will be included here during the LTP period.

The initial indicator will utilise data from Best Value Performance Indicator 100 to report on the levels of disruption to the network caused by traffic controlled local authority works.

However, it is acknowledged that this only partially represents the full extent of works undertaken on the network. Through the Network Management Duty, Traffic Managers are working to establish a more detailed way of recording disruption to the network based on the number of openings to the highway by both local authorities and statutory undertakers.

Objective/Priority Area(s)

Quality of Life, Sustainable Transport

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L7		Number of people using park and ride facilities
Baseline 2006	TBC	
2006/07	5%	
2007/08	15%	
2008/09	25%	
2009/10	30%	
Target 2010/11	35% usage increase	

An Ambitious and Realistic Target

While the target is ambitious it has a realistic base.

The target has been set based of provision of additional park and ride spaces. To date, Merseytravel has found that if park and ride provision is provided at properly identified locations, the public takes it up, and, as such the target is realistic.

A lag of 12 months between provision of the spaces and full utilization has been incorporated into the target.

Key Actions to Achieve Target

Merseytravel has identified a park and ride programme. While the target assumes the implementation of this programme alternative sites have been identified if problems do occur at any of the preferred sites.

Principal Risks & Management Approach

Finance- *If the necessary finance to implement the programme is not available through the LTP settlement the programme may require reducing in scope.*

Problems of obtaining land- *This may stop Merseytravel from implementing at all its preferred locations. However alternative options have been identified in such an eventuality.*

Lack of Awareness of availability- *Clearly passengers will only make full use of the facilities if they are aware of them. It is essential that they are fully promoted through the media, by ourselves and our partners at Merseyrail.*

Security issues- *Again, passengers will make use of such faculties if they feel secure, in terms of both their own and their vehicle's safety. As such, integration with both TravelSafe and the Secure Stations Scheme is important.*

Objective/Priority Area(s)

Congestion / Efficient Network, Sustainable Transport

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L8		Number (%) of rural households within 800m of an hourly or better bus service
Baseline 2003/04	97%	
2006/07	95%	
2007/08	95%	
2008/09	95%	
2009/10	95%	
Target 2010	95%	
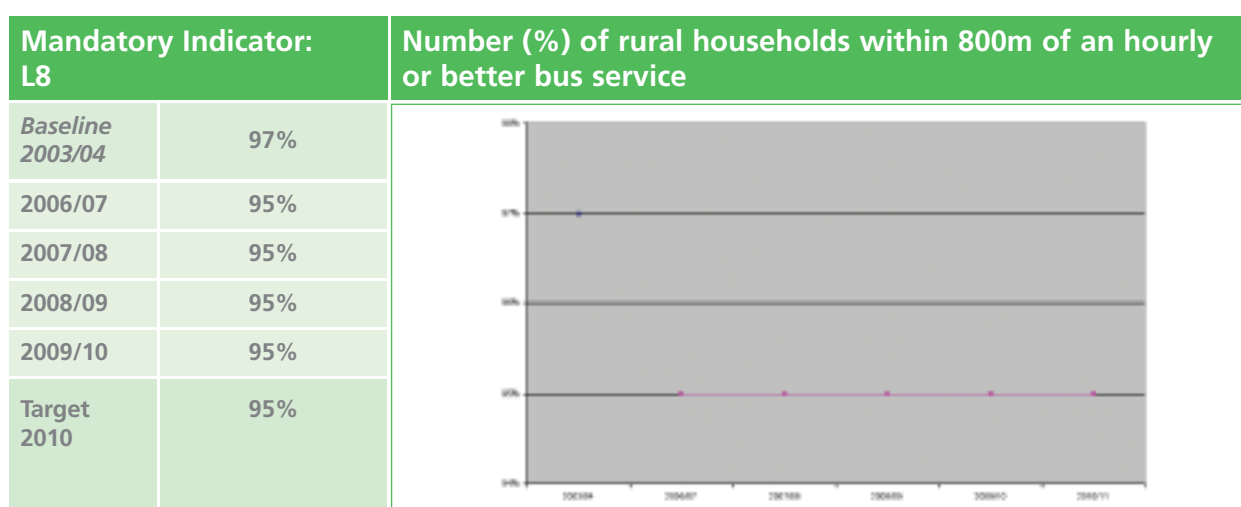
An Ambitious and Realistic Target

Merseyside's rural areas generally have a relatively high level of access to public transport which is reflected in the high number of rural households with access to bus services. This reflects successful work in LTP1 ensuring improved accessibility for rural communities through the rural proofing of our LTP policies and improvements to the bus network. Satisfaction is confirmed from rural residents through recent studies completed with rural communities.

Ideally the current level of 97% accessibility would be maintained. However, with an ongoing programme of commercial bus service changes and a recent contraction in the commercial bus network to concentrate on a core network it is considered that the current level of accessibility at 97% may be difficult to maintain given the financial constraints placed on the public purse to replace withdrawn services.

A more realistic target of 95% has been set to reflect the uncertainty with the commercial bus network and reducing public sector support for tendered services. Even at 95% it is felt that this is an ambitious target to maintain excellent public transport coverage of Merseyside's rural residents.

Key Actions to Achieve Target

• Merseyside Bus Strategy (MBS) delivering consistently with rural needs according to identified prioritisation of interventions.
• Utilise roles of Community Transport and Demand Responsive Transport as part of the MBS.
• Revenue support to implement many measures is vital. Merseytravel through reviewing the guidelines for supported bus services will need to take the needs of rural communities into account.

Principal Risks & Management Approach

Funding - The strong partnership approach will help ensure that all delivery partners are aware of the importance of continued funding in this area.

Bus operators not serving communities on the rural fringe - Merseytravel will continue to work with operators to deliver appropriate services to minimise the impacts of changes to commercial bus services on rural communities

Objective/Priority Area(s)

Accessibility

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L9a		Number of rail stations (Category "E" – small, staffed) on Merseyside upgraded to meet preset standards for passenger facilities
Baseline 2005/06	22	
2006/07	24	
2007/08	28	
2008/09	31	
2009/10	35	
Target 2010/11	37 (+15)	

An Ambitious and Realistic Target

- Target is for ambitious improvements and reflects a valuable prioritised programme picking up features identified by the Rail Passenger Council Study (June 2005), which was been endorsed by the National Audit Office in July.
- Schemes programmed are utilising much of the feasibility work developed with the SRA for its' Modern Facilities at Stations programme. It is anticipated that a scheme could be developed and implemented in twelve months.
- Realistic even allowing for changes in the rail industry e.g. greater use of the train operators to deliver schemes as they are better equipped to deliver the smaller schemes. Unlikely to be significant rail regulatory issues.
- Opportunity will also be taken to include DDA features where appropriate.

Key Actions to Achieve Target

- Delivery of forecast investment programme
- Ensuring rail industry fully supports the programme of improvements.
- Build on existing processes of regular liaison and planning meetings with the rail industry stakeholders.
- Seek further opportunities with Network Rail re. enhancing facilities when major maintenance renewals are taking place.
- Demonstrate that any increase in operating costs will need to be recovered through increased revenue (as a result of the improvements)

Principal Risks & Management Approach

The improvements to passenger facilities will generally be straightforward "shop fitting" type works, which is low risk.

Installation of Real Time Information - - may be more risky depending on each stations circumstance. These risks will be minimised by initial and detailed site assessments.

Complex rail industry partnership on the City Lines - carries risks to delivery but a more stable rail industry structure and experience of LTP1 schemes will reduce risks to delivery.

Strong partnership working and the long term Merseyrail franchise reduce risks to delivery on the Merseyrail electrics network.

Objective/Priority Area(s)	Sustainable Transport, Accessibility, Quality of Life / Protects the Environment

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L9b		Number of rail stations on Merseyside upgraded to ensure step free access
Baseline 2005/06	43	
2006/07	44	
2007/08	46	
2008/09	47	
2009/10	47	
Target 2010	48	

An Ambitious and Realistic Target

- Target is for ambitious improvements and reflects a valuable prioritised programme complimenting the DfT 10 year "Access for All" programme to remove barriers to accessing the rail network through making rail stations more accessible.
- Programme concentrates on stations assisting local redevelopment, socially deprived areas or easing interchange. Step free access identified in national passenger survey as a facility to be expected at every station.
- Realistic even allowing for changes in the rail industry eg using alternative to Network Rail delivering schemes; (learnt from experience in LTP1).
- A major scheme (installing lifts/ramps), requires about 3 years to design and implement. Work currently underway with one station, contract about to be let on one and detailed design in progress at the other three. There is a reserve list of schemes which, could be substituted if difficulties or delays encountered with any of the original schemes.
- Could be more ambitious if funding available from other sources eg DfT "Access for All", EU, SRB etc. Target will be stretched if additional funding is gained.

Key Actions to Achieve Target

- Delivery of forecast investment programme
- Ensuring rail industry fully supports the programme of improvements.
- Build on existing processes of regular liaison and planning meetings with the rail industry stakeholders.
- Seek further opportunities with Network Rail re. enhancing facilities when major maintenance renewals are taking place.
- Demonstrate that any increase in operating costs will need to be recovered through increased revenue (as a result of the improvements)

Principal Risks & Management Approach

Realistic programme is designed to be relatively low risk – achievable based on assessment of funding available and design resources;

More ambitious programme invites higher risk as it will involve successful resolution of maintenance and regulatory issues. Target can be revised if these issues are resolved during LTP2 period.

Objective/Priority Area(s)

Accessibility, Sustainable Transport.

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L10	BV165 (accessibility of pedestrian crossings)				
Baseline 2005/06	Knowsley 55	Liverpool 55	Sefton 74	St Helens 97	Wirral 94
2006/07	65	60	75	100	94
2007/08	75	65	77	100	95
2008/09	85	70	79	100	95
2009/10	95	75	82	100	96
Target 2010/11	100	80	85	100	96

An Ambitious and Realistic Target

This target demonstrates commitment to making further improvements to pedestrian crossing facilities.

The targets are set out as individual district targets in accordance with district reporting of Best Value Performance Indicator 165. For each district the measurement methodology reflects the latest agreement made by the district with the DfT - for St Helens and Wirral this accords with the "old" methodology for calculation.

The target represents an ambitious programme across the region substantially improving accessibility at pedestrian crossings. The target is considered realistic and accords closely with programmed spend on the numerous schemes required to achieve these standards.

Key Actions to Achieve Target

The targets are based on committed investment programmes in new and enhanced facilities.
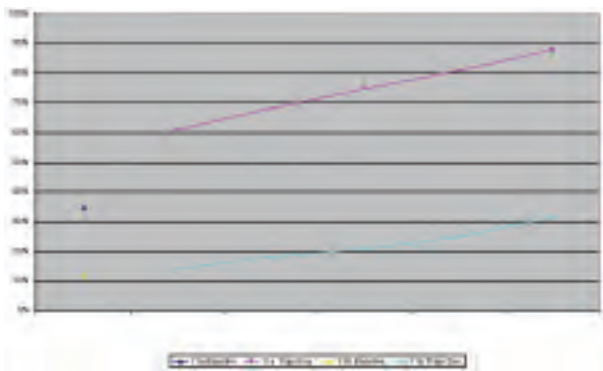
Principal Risks & Management Approach

Further changes to calculation methodology- Past uncertainty about the technical specification of the BVPI standard caused some difficulties during the first LTP period. There is a risk that these issues will require adjustment of approach and targets which could affect delivery. The partner authorities will continue to remain in open dialogue with the DfT to mitigate any adverse effect on the ground, and make any changes to indicator calculation and targets as required.

Objective/Priority Area(s)

Accessibility, Road Safety

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L11			Bus based physical access a) % total bus fleet which are fully accessible low floor vehicles & b) Infrastructure		
Baseline 2005	**L11a 34.7%**	**L11b 12%**			
2005/06	55%	12%			
2006/07	61%	14%			
2007/08	68%	18%			
2008/09	75%	21%			
2009/10	81%	25%			
Target 2010/11	**88%**	**32%**			

An Ambitious and Realistic Target

L11a) : *Vehicles will be classed as fully accessible once compliant with the standard of "Low floor, kneeling bus, ramp and wheelchair/ buggy space". The number of vehicles meeting this standard will be expressed as a % of the total fleet.*
• This is a realistic target. It is based on a generalised trend from the 2005 baseline, up to a 2017 trajectory when all buses will need to be fully accessible, to comply with the DDA.
• It also considers the assumption that the smaller operators will start replacing their fleet to meet the DDA requirements later and that the small operators will therefore not change their fleet profiles at all during the LTP 2 period.
• The analytical approach to determining these figures has been fully documented internally – see full target forms and control forms.
L11b) : *Infrastructure will be classed as fully accessible when near level boarding between bus stop and low floor bus is achievable via the installation of access kerbs*
• This target is based on 85% of the bus stops on each of the proposed 18 bus route upgrades becoming accessible to near level boarding via the installation of access kerbs.

Key Actions to Achieve Target

L11a) : Need to ensure that LTP is fully aware of the operators' fleet replacement programmes. This alone is what can deliver the target, and as such it is out of the direct control of the LTP partners. Therefore, we must continue to work closely with our private sector partners, to stress need for high standards within the fleet.
L11b) : To continue a rolling programme of bus service improvements in partnership with the local district authority and bus operators based upon the Bus/ Public Transport programme

Principal Risks & Management Approach

Market Conditions- *Responsibility for delivering this target lies predominantly in the hands of the operators. Therefore, a key risk is that market conditions will mean that the operators do not invest in their fleet as planned. This was the case with the high levels of on-street competition experienced by Merseyside during the last LTP period and could happen again. A mitigating factor is that the DDA requirements mean that by 2017 all operators will have to operate fully low-floor fleets. Merseytravel will also continue to specify low floor vehicles for all subsidised bus services and will attempt to incentivise operators as far as possible to ensure that a fully accessible fleet is introduced ahead of the legislative requirements.*
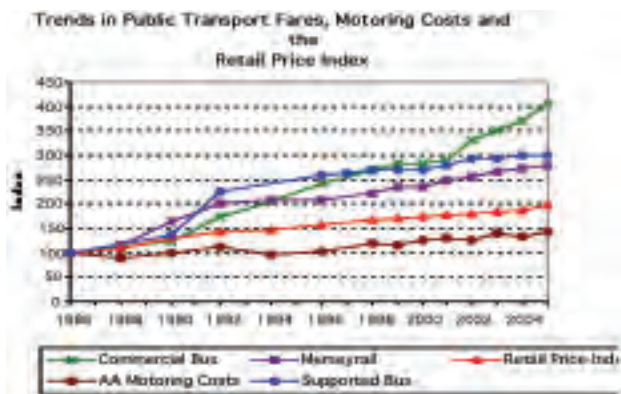
The success of the rolling programme as set out is dependent upon the level of capital resources available to Merseytravel, local authorities and bus operators. Financial reductions will also reduce the level of investment along a route and whilst improvement to services may well be introduced, these could be a lower overall quality to those originally set out.

Objective/Priority Area(s)

Accessibility, Sustainable Transport

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L12	Index of Merseyside transport costs
Baseline 1986	See chart
2006/07	To be reported
2007/08	To be reported
2008/09	To be reported
2009/10	To be reported
2010/11	To be reported

Trends in Public Transport Fares, Motoring Costs and the Retail Price Index

Legend: Commercial Bus · Merseyrail · Retail Price Index · AA Motoring Costs · Supported Bus

Monitoring only

This indicator includes trends in fares for all commercial bus and Merseyrail fares compared with the retail price index. Also included is an index of AA motoring costs, for comparison with the cost of private transport.

Although not under full direct local authority control it is considered important to monitor the relative cost of travel on Merseyside as it is a key element of accessibility, a potential barrier to travel and central to overall transport choice.

Where powers do exist continued efforts are being made to keep public transport costs at affordable levels. Examples of this include Merseyside's historical approach to elderly persons travel passes, as well as more recently committing the Merseyrail franchise to fare increases at no more than RPI level for the duration of the 25 year franchise.
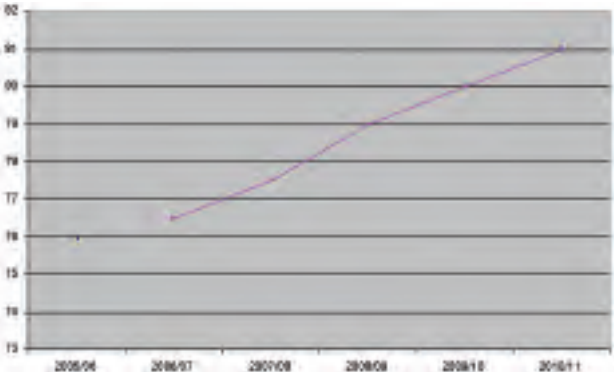
Performance – discussion

Historical data shows how public transport costs have historically been growing at a substantially faster rate than private transport costs, and the retail price index. When examining this trend over a 20 year period it is clear that bus fares have increased enormously. This trend makes encouraging use of sustainable modes in line with the LTP objectives difficult.

The LTP does not have powers to influence bus cash fares, but will continue to work with operators to restrict fare rises where possible, with continued emphasis on containing costs for Merseytravel administered travel passes and season tickets.

Objective/Priority Area(s)
Quality of Life, Sustainable Transport

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L13 (Accessibility)		% of workless Merseyside residents who are within 30 minutes of a major employment location by public transport
Baseline 2003/04	76	
2006/07	76.5	
2007/08	77.5	
2008/09	79	
2009/10	80	
Target 2010	81	

An Ambitious and Realistic Target

An average 1% per annum improvement to the number of workless Merseyside residents within 30 minutes of a major employment centre by public transport.
• Target developed for key issue in partnership with Jobcentre Plus (JCP)
• Focus on crucial "travel" horizons barrier to employment take-up.
• JCP led discussions over target level seeking wide agreement that the target is both ambitious and realistic
• Data analysis shows 55,000 people classed as workless and who are more than 30 minutes public transport journey time from a major employment area. A 1% improvement in 06/07 would require transport improvements for around 2,300 residents.
• Accessibility strategy analysis feeding into Bus Strategy informed deliverability assessment.
• Trajectory reflects additional resources in middle years via £3m EU funding.

Key Actions to Achieve Target

• Multi agency approach required to improve access to employment – continuation and further of partnership working
• Delivery of Merseyside Bus Strategy in support of the Merseyside Accessibility Strategy – services, infrastructure, information, access, fares strategies.
• Continued input from Accessibility work into bus strategy delivery.
• Development of cost effective solutions to maximise value for money of existing funding.
• Expansion of DRT services to improve access to employment
• Additional revenue support – major assistance through £3m EU Obj. 1 funding

Principal Risks & Management Approach

Funding - strong partnership approach to help ensure that all delivery partners aware of importance of continued funding.
Bus operators not serving new employment sites – continued work with operators to deliver appropriate services. Future adoption of Supplementary Planning Document (SPD) to ensure new developments meet sustainable access criteria.
Employment opportunities located in inaccessibile places - SPD criteria should mitigate against possible problems in this area.
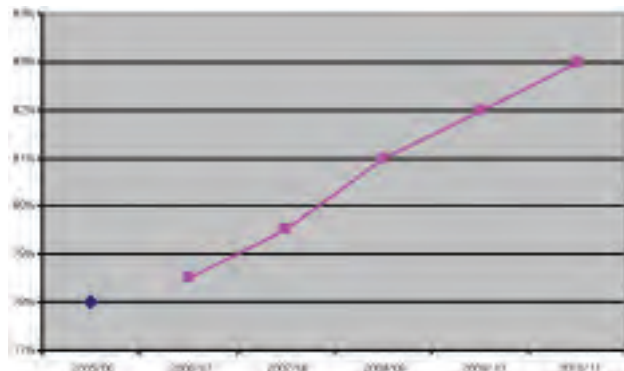*Lower Job growth than expected* – a risk not directly measured or influenced by the indicator. An external factor in success of getting workless residents into employment.

Objective/Priority Area(s)
Accessibility/Regeneration

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L14 (Accessibility)		% of NEET 16 to 18 year olds within 30 minutes of a post 16 education establishment by walking/cycle/bus/train
Baseline 2005/06	78%	
2006/07	78.5%	
2007/08	79.5%	
2008/09	81%	
2009/10	82%	
Target 2010/11	83%	

An Ambitious and Realistic Target

Average 1% p.a. improvement to the number of 16-18 yr olds not in education, employment or training within 30 mins travel time by public transport, walking or cycling of a post 16 learning institution.
• Target developed with Learning Skills Council (LSC) to assist in addressing skills gap issues.
• Realistic target linked to LSC targets for 90% of young learners in some form of learning by 2015 and by removing transport barriers this target can contribute to other targets elsewhere.
• An ambitious target. Recent data shows that there are 7,700 16-18 year old NEETs across Merseyside of which some 6,000 have some form of transport to a post 16 education establishment. While the numbers in question do not seem large it is a targeted audience of some of the most vulnerable & socially excluded communities in Merseyside that have not been well served by transport networks in the recent past. Improving accessibility in these areas remains a challenge.

Key Actions to Achieve Target

• Improvements to the public transport network, cycling and walking.
• Multi agency approach to work in partnership to improve accessibility to education.
• Merseyside Bus Strategy (MBS) delivering consistently with the Accessibility Strategy according to identified prioritisation of interventions.
• Using a mechanism that identifies problems and gaps in the network at the local level through ongoing accessibility work, that feeds into the MBS to inform the most appropriate solution.
• Partnership sign up to implement the MBS. All partners will need to work together to identify potential new routes and services to open up new journey opportunities to key sites.
• Utilise roles of Community Transport and strengthen the role of Demand Responsive Transport to deliver improved access to education as part of the MBS.
• LSC to ensure accessibility issues are fully reflected in future planning for the delivery of education such as issues arising from the Strategic Area Review process.
• Pursuing collaborative arrangements where partners are agreed that inter site transport may be best served by walking and cycling.
• Revenue support to implement many measures is vital. Through Merseytravel, £3m of European Objective funding is secured up to the end of December 2008.

Principal Risks & Management Approach

LTP funding/ revenue support: following £3m boost to this work there is a risk of a fall in funding post 2008. The partners will work to find new ways to support & prioritise funding to this important area.
LSC StAR review – risks that education facilities are located in inaccessible places. Further risks of inter-site transport. External changes to education facilities are hard to manage but continued representation to ensure transport implications considered. Established local partnerships will mitigate.
*LSC proposals could see a reduction in staff could have the potential to increase the NEET cohort –*continued geo-analysis of the location of this cohort will be used to manage the appropriate approach.

Objective/Priority Area(s)

Accessibility, Economy/Regeneration

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L15			Crime/fear of crime on and round public transport a) No. of broken window incidents recorded on public transport (monthly average) b) Proportion of people who are discouraged from PT use at night because of personal travel safety & security issues
Baseline 2005/06	a) 148	b) 23.3%	
2006/07			
2007/08			
2008/09			
2009/10			
2010/11			

Monitoring only

Crime and fear of crime have been identified as a major barrier to travel. DfT figures put the "damping effect" of this issue at 11.5% of ridership across all modes. There is evidence to suggest that this level may be higher locally, particularly at night. This indicator builds on innovative work by the Merseytravel TravelSafe team and aims to monitor the significance of this important aspect of accessibility.

Initially these will be monitoring only indicators. It is hoped in the future to develop an indicator to measure effectiveness of interventions expressed as percentage reduction in incidents against trend in intervention areas. The intention to set a specific target for the reduction of specific crimes in intervention areas is a bold commitment to see intelligence and growing experience confirmed as real benefit on the ground.

This is extremely ambitious work as it breaks new ground in capturing, analysing and addressing issues of crime and disorder associated with the Public Transport Network. Establishing the IRiS system to capture data on incidents from across the bus network has been both an innovative and bold response to what has been considered an intractable problem.

Performance - discussion

Having demonstrated that the different elements of the reporting system are effective, the principle challenge for the period of LTP2 is to extend the range and depth of reporting of crime and disorder across all modes of public transport.

We will need to continue and develop our success in incorporating public transport crime into the wider community safety agenda through CDRPs and Police. This will require the formation and resourcing of a dedicated Public Transport Policing Team. Our aspiration is for Police, Merseytravel and Bus Operator staff to jointly co-ordinate tasking of staff and initiatives to address this problem. We will continue to develop new responses to problems as they are identified.

We must enhance our ability to effectively prosecute those guilty of committing crime on and around the public transport network. This will be a substantial challenge in the coming months.

Objective/Priority Area(s)   Air Quality

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L16	Estimated transport related emissions (tonnes/year) of CO, nitrogen oxides & particulate matter
Baseline 2004/05 — data	
2005/06	
2006/07	
2007/08	
2008/09	
2009/10	
2010/11	

Monitoring only

- The objective of this indicator is to provide a measure of the contribution of transport sources to total pollutant emissions across the sub-region. This provides an important monitor of transports polluting effects, which the LTP is seeking to mitigate.
- The indicator reports estimated annual emissions of CO, CO2 NOx and particulates from transport sources, in tonnes/year and as a proportion of total Merseyside-wide emissions from all sources.
- Data, covering emissions from all sources, is compiled into a database that allows manipulation and graphical display of the information. The indicator will be reviewed regularly during the lifetime of the LTP.
- Because of the complexity and timescale of these updates and because the indicator can only be based on estimates this indicator is designated as monitoring only.
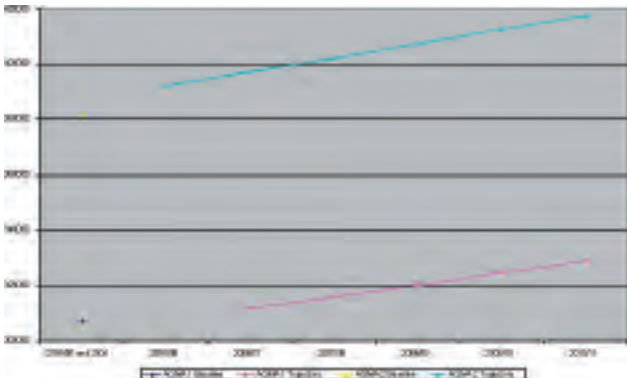
Performance – discussion

Information for the baseline year 2004/05 will be available at the end of May 2006. The inventory will be updated throughout the lifetime of the LTP.

Objective/Priority Area(s)

Air Quality, Quality of Life, Sustainable Transport

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L17			Vehicle mileage / Traffic levels in AQMA
Baseline 2005/06/2004	AQMA 1 307417	AQMA 2 382240	
2005/06	313565	392288	
2006/07	316640	397312	
2007/08	319174	402335	
2008/09	322788	407359	
2009/10	325862	412383	
Target 2010/11	328936 7% cap	417407 9.2% cap	

An Ambitious and Realistic Target

Targets by AQMA area considered ambitious and realistic. Targets in line with traffic growth forecast for other performance indicators LTP2 and LTP6 and appropriate in the context of:
- Scale of current development within City Centre - unrealistic to anticipate zero traffic growth into the City Centre AQMA over the lifetime of the next LTP.
- European Capital of Culture events in 2008 (mid-point of LTP2) forecast to draw 11 million visitors to region
- During first LTP, peak-hour traffic into the city centre has grown by 4%, whilst the whole of the City Centre was declared an Air Quality Management Area due to traffic related emissions.
- Outside of City Centre the cap target of change in the area wide road traffic is a 9.2% increase by 2010/11. This is therefore the target for traffic flows for AQMA2 during this period.

Key Actions to Achieve Target

- Demand Management: Parking - 10 policies identified within the draft Parking Strategy including cap on the total number of off-street publicly available car parking spaces.
- Park and Ride - Consideration of park and ride facilities at Edge Hill, South Liverpool Parkway and Gillmoss, and potential weekend use of University car parks.
- Bus priority - pursue the feasibility of introducing red routes across the City.
- City Centre Movement Strategy - providing an integrated series of measures to improve the transport infrastructure in the City Centre. These include improvements for pedestrians, cyclists, public transport users and private motorists (Further details in Chapter 7).
- Smarter Choices through the TravelWise programme.
- Partnerships - integral to help achieve these targets and to encourage use of alternative modes of transport, for example neighbouring authorities, public transport providers and Merseytravel.

Principal Risks & Management Approach

Diverging costs between private & public transport, Deregulated bus market, Removal of fuel price escalator – these pose significant risks as they are beyond the normal control of local the LTP partnership. To manage, appropriate policy changes will be sought at a national level.

*Failure to adopt the Parking Strategy in Liverpool or the SPD across Merseyside -*could significantly hamper progress. Risks identified can be mitigated by further work with councillors, partners, general public to gain both their understanding and support for measures.

Objective/Priority Area(s)

Air Quality

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L18		The environmental standard of the Merseyside bus fleet: % total bus fleet which has a EuroIII or equivalent engine
Baseline 2006	35%	
2006/07	42%	
2007/08	49%	
2008/09	56%	
2009/10	63%	
Target 2010/11	70%	

An Ambitious and Realistic Target

Realistic target based on generalised trend of bus replacements from 2005 baseline up to a 2017 trajectory when all buses will need to be fully accessible to comply with the DDA.

Supporting analysis assumes that the old buses have lowest engine quality and vehicles replacing them have highest engine quality. It also assumes that Arriva replaces all low floor buses with new Euro IV low floor vehicles at a constant rate to 2011 to meet their public commitment.

Target reflects a more stretching environmental standard than LTP1. Euro II engines now some 10 years old so this target reflects an updated definition of the environmental standard.

Key Actions to Achieve Target

- Full and continued awareness of the operators' fleet replacement programmes.
- Work closely with private sector partners, to stress the need for high standards within the Merseyside fleet.
- Where appropriate invest directly in innovative environmentally friendly bus services (e.g. CATCH)

Principal Risks & Management Approach

Assumptions on fleet replacement- the target reflects a number of key assumptions about how fleet replacement programmes will function. There is risk that commercial pressures on operators mean a different view is taken on fleet replacement priorities. It is possible that improvements to comply with 2017 could occur outside the LTP2 period. Risk mitigated by using the best available assumptions on replacement programmes.

Limited Influence- very high risk that Merseytravel and the partner authorities have limited ability to influence operators fleet replacement programmes. Merseytravel will mitigate these risks by working closely with operators to ensure that as far as commercially possible they adhere to their fleet replacement plans. Also, when cleared by the European Union, Merseytravel will aim to participate in the Energy Savings Trust bus improvement programme to ensure that vehicles attain a quality of Euro II plus particulate traps or better.

Objective/Priority Area(s)

Air Quality

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L19		Physical Activity Indicator
Baseline 2004/05	39% for Men and 32% for Women	Defined as doing 30 minutes of moderate activity 5 times a week.
2005/06		
2006/07		
2007/08		
2008/09		
2009/10		
2010/11		

Monitoring only

This indicator is an important recognition of how the authorities will be working hard to ensure that the active travel modes (primarily walking and cycling), contribute towards improving the area's health. The Travelwise programme will be working directly with target groups to improve health through use of active travel modes.

The indicator is monitoring only as this is a fairly new and innovative area to be monitoring and data collection and reporting techniques are in their infancy. It was therefore not felt suitable for target setting for this reason, and also because interventions are heavily dependant on co-operation and co-ordination by the education and health sectors.

Performance – discussion

Baseline data was collected from the 2003 Health Survey for Greater Merseyside produced by Heart of Mersey. The Merseyside survey shows that the participation of men and women taking 30 minutes or more physical activity a week was higher than the national average of 37% for men and 24% for women.

There is a commitment from the local PCTs to increase the levels of physical activity through the production of their 'Physical Activity Strategies'. This is linked to a longer term target for 50% activity levels in the North West. In addition schemes for cycling and walking such as the "Walking the Way to Health" campaign are being supported by the Merseyside TravelWise campaign. Merseytravel also host the Transport, Health and Environment forum as an opportunity for organisations to discuss their plans which have included physical activity schemes. From 2005 – 2010 Liverpool is designated as an Active City and as such is spearheading many initiatives to increase participation in physical activity. As a result a strategic Physical Activity Steering Group has been set up for Liverpool which includes representatives from the health, transport and community sectors.

It is anticipated that the transport sector, through the LTP, will make an important contribution to increasing levels of physical activity, addressing vital quality of life and health issues.

Physical activity will be monitored through the Active People Survey, which is collecting data nationally over a 12 month period and will be available to each Local Authority. The results for the local level will be available in Nov 2006 and a further survey proposed in 2008/09.

Objective/Priority Area(s)

Quality of Life, Sustainable Transport

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L20		Modal share indicator (all purposes)
Baseline 2004/05	73/10/4/9/2 (Car/Bus/Rail/Walk/Bicycle)	**Note:** *The measurement of this indicator will be undertaken through careful interpretation of a basket of data sources. Accurate monitoring of modal share of the total travel market is a widely acknowledged difficulty. However, for travel to work Merseyside is able to draw upon evidence from a wide range of sources, which combined provide a robust measure of trends in travel to work modal choice. Reporting will include a detailed bi-annual local Household Travel Survey, combined year results from the National Travel Survey, Annual Labour Force Survey, and Citizens Panel returns. Further context to these results is also available through comprehensive Census data.*
2006/07	No change	
2007/08	No change	
2008/09	No change	
2009/10	No change	
Target 2010/11	No change	

An Ambitious and Realistic Target

This indicator is an important measure of a key transport outcome – the choice of travel mode to get to work. Travel to work is the most important journey purpose in terms of distance travelled and links closely with the LTP access strategy and its focus on access to employment.

The LTP is adopting an ambitious target – capping historical growth in private cars modal share of journeys to work and maintaining 2004/5 share of trips made by bus, rail, walking and cycling. With the anticipated regeneration this represents a stretching target in the context of a rising overall travel to work market.

The target is considered to be robust, built upon detailed analysis of historical trends, future projections of travel patterns, and the targets set out in this plan in relation to each of the individual modes.

In particular the Merseyside Strategic Model, focused on Travel to Work movements, has allowed dynamic projection of the impact of second LTP policy, and this target reflects the detailed outputs of this comprehensive modelling tool.

Key Actions to Achieve Target

To achieve this target requires the successful adoption and implementation of the full range of strategies and interventions outlined throughout the LTP.

However, particular emphasis needs to be maintained on providing high quality sustainable access to employment clusters, including the city centre.

The adoption of the transport Supplementary Planning Document (SPD) will be important in securing sustainable access for a regenerating Merseyside.

Principal Risks & Management Approach

Shifting priority – There is a risk to achieving this target if economic aspirations are allowed to subsume other policy objectives. The LTP seeks to support vital economic regeneration, whilst making the right choices to protect the environment, ensure safety and facilitate access and opportunity for all. It is important that this integrated strategy is maintained and that economic priority does not override the other objectives of the LTP. The risk will be managed by continued emphasis on the integrated approach, an approach demonstrated by the forecasts of the strategic model to deliver economic aspirations, whilst securing a change in historical trends of increasing car modal share.

Modal targets risks – This indicator is highly interdependent with other performance targets. The delivery and risk management of specific bus, rail, cycling, traffic, access, education etc. strategies will all determine the success of this indicator. See delivery plans, programmes and risk management approach for these areas

Objective/Priority Area(s)	Sustainable Transport, Quality of Life, Accessibility, Congestion / Efficient Network, Economy/Regeneration

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L21			Economic Indicator – a) GVA per head b) Worklessness	
	a) GVA per head	b)Work-lessness	* Most recent available data	
2005/06	11,846 (*2003)	26.8% (*2004)		
2006/07				
2007/08				
2008/09				
2009/10				
2010/11				

Monitoring only

Targets by AQMA area considered ambitious and realistic. Targets in line with traffic growth forecast for other performance indicators LTP2 and LTP6 and appropriate in the context of:
- Scale of current development within City Centre - unrealistic to anticipate zero traffic growth into the City Centre AQMA over the lifetime of the next LTP.
- European Capital of Culture events in 2008 (mid-point of LTP2) forecast to draw 11 million visitors to region
- During first LTP, peak-hour traffic into the city centre has grown by 4%, whilst the whole of the City Centre was declared an Air Quality Management Area due to traffic related emissions.
- Outside of City Centre the cap target of change in the area wide road traffic is a 9.2% increase by 2010/11. This is therefore the target for traffic flows for AQMA2 during this period.

Performance – discussion

Part a) – Gross Value Added per head is taken from most recently available National Statistics data. Merseyside has a significantly lower GVA per head than the rest of the North West, which in turn lags behind the average for England as a whole. In the past there has been worrying evidence of this gap widening, but in the most recent year of available data growth in Merseyside has narrowed the gap. It is hoped that the second LTP can play its part in continuing this trend.

Part b) – Worklessness. This indicator is included to support part a) with data obtained from the Department for Work and Pensions. While part a) takes an average measure of local wealth creation, it doesn't necessarily demonstrate success in tackling economic and social deprivation in the poorest communities, an important component of LTP and other local strategies. By measuring levels of worklessness a closer measure can be taken of the extent to which longer term unemployment and longer term health based worklessness are being tackled. LTP performance indicator L13 seeks to quantify and tackle transports contribution to improvements in this area.

Objective/Priority Area(s)   Economy/Regeneration, Quality of Life

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L22		Percentage of new developments, falling within the appropriate thresholds, meeting minimum accessibility standards for all transport modes as defined by SPD.
Baseline 2006/07		
2006/07	Adopt	
2007/08	85%	
2008/09	90%	
2009/10	95%	
Target 2010/11	95%	

An Ambitious and Realistic Target

The SPD Ensuring Travel Choice is a new policy instrument being developed which will be introduced in 2007. Its application will therefore be new to officers and developers across Merseyside and this is reflected in the trajectory set out above. In the current climate of regeneration and taking into account the innovative nature of the SPD, the 95% target is considered ambitious but realistic.

Key Actions to Achieve Target

The draft SPD has been tested across Merseyside and revised. During 2006 it will be subject to SA and to consultation, where appropriate as part of LDF development. It is anticipated the document will be adopted by LPAs, or form part of council policy (Wirral), in the Summer of 2007.

The testing is part of a process to introduce the approach. Further training in use of the SPD will be delivered in 2006/07.

An improved structure for monitoring how the planning system supports transport objectives also needs to be introduced. We are examining the software package currently being piloted in London Authorities with a view to taking the same approach in Merseyside adapted to include SPD application, s106/278 and Travel Plan requirements.

Principal Risks & Management Approach

The changes to the planning framework have already delayed introduction of the SPD, further changes could set back timescales further.

Consultation documents on planning gain and other guidance present a risk to the approach we are taking and responses have been made accordingly.

The principal of adopting common standards across Merseyside presents particular challenges but is an objective worth striving for. We are continuously communicating with planning policy and development control colleagues about the importance of meeting standards in achieving LTP objectives. The testing process will be part of this.

There is a risk that the document will not be used and standards not implemented equally. We will continue communications, training and monitoring to avoid this.

Objective/Priority Area(s)

All objectives and shared priorities served by this policy instrument.

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L23		Street lighting condition Replacement of all structurally unsafe street lighting stock
Baseline 2003/04	N/a	
2005/06	N/a	
2006/07	N/a	
2007/08	N/a	
2008/09	N/a	
2009/10	N/a	
Target 2010/11	Replacement or removal of all structurally unsafe stock	

An Ambitious and Realistic Target

Available funding for street lighting has been allocated in proportion to the LTP priorities which determines the overall sum available for this work. The ILE report TR22 will enable us to more accurately assess the condition of our lighting stock and although this will take several years to complete, the replacement of the structurally unsafe stock will be a continuous process during LTP2.
The target will be to assess all the lighting stock and replace or remove all structurally unsafe stock by the end of LTP2.

Key Actions to Achieve Target

The LA's already have a full inventory of their lighting stock, including the type and age of each column. The replacement and upgrading programme will concentrate a significant proportion of funding on columns over 30 years old. This will include most of the 'at risk' columns.
An inventory, carried out over this LTP period, of the structural condition of all our columns will improve our ability to target funding on the replacement of unsafe columns.

Principal Risks & Management Approach

Further deterioration of stock - The funding available to replace columns is not sufficient at present to keep pace with the rate at which the current stock is aging. Resources will be targeted to deliver in areas of maximum need.
Future Financial Settlements – Risk to programmes will continue to determine the resources that can be allocated to this area of work.

Objective/Priority Area(s)

Road Safety, Accessibility, Value for Money

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Mandatory Indicator: L24			Tourism Activity – a) Footfall at Merseyside TIC's b) BID footfall
	a) TIC Footfall	b) BID Footfall	
2005/06	1,285,865	65,659,023	
2006/07			
2007/08			
2008/09			
2009/10			
2010/11			

Monitoring only

The Merseyside economic strategy places an emphasis on the contribution that a successful tourist economy can have to the region. The LTP needs to support this agenda and ensure transport is planned to the benefit not just of those who live and work in Merseyside, but also for visitors. This is particularly important with respect to Liverpool's designation as European Capital of Culture for 2008.

This monitoring only indicator is included within the LTP indicator set to align the policies in the LTP with a successful tourist economy. Although transport is unlikely to be directly responsible for tourism success, it does play an important role in supporting tourism and it is therefore important that this is monitored through the plan.

Performance – discussion

Part a) – will be measured by the simple proxy of number of visitors to Tourist Information Centres (TICs) across the region, as defined by annual TIC reporting through the Merseyside Economic Strategy. Data for this indicator is made available through "The Mersey Partnership".

Part b) – more specific to Liverpool City Centre the annual footfall on four continuously monitored pedestrianised streets in Liverpool city centre (as defined by The Liverpool Business Improvement District) will also be reported. In this way the performance of the economy with respect to retail success will also, in part, be measured through this indicator.

Objective/Priority Area(s)

Economy/Regeneration, Quality of Life

* Fuller explanation of the target adopted, and documentation of indicator reporting is included in the appendices

Summary of LTP2 Target Values

5.71 The following table provides a summary of the full set of performance indicators and sets out all the associated targets for the end of the LTP2 period. Mandatory indicators are listed first and are then followed by local performance indicators in numerical order.

Figure 5.8 – Summary of performance indicators

MANDATORY indicators		
No.	**Indicator**	**LTP2 Target value**
LTP1	National Accessibility Indicators - *See local PI13 and 14 for local accessibility indicators with targets*	N/a. Monitoring only
LTP2	Change in area wide road traffic	9.2% cap on growth to 2010/11
LTP3	Cycling - Index of usage	10% increase by 2010/11
LTP4	Mode Share of Journeys to School	N/a. Due 2007. See LTP4 summary for explanation.
LTP5	Bus Punctuality	90% by 2012/13 (trajectory varying by measure point)
LTP6	Changes in peak period traffic flows to Liverpool City Centre (7-10am)	7% cap on growth to 2010/11
LTP7	Congestion (Person Delay)	28%, 13% and 10% reductions in emissions at receptor sites in AQMAs
LTP8	Pollutant concentrations within Air Quality Management Areas (AQMAs) See also PI's 16/17/18	28%, 13% and 10% reductions in emissions at receptor sites in AQMAs
No.	**Indicator**	**LTP2 Target value**
BVPI102	Public transport patronage (Bus, Rail)	Bus: 1% growth to 2010/11 Rail: 7.9% growth to 2010/11
BVPI104	Satisfaction with local bus services.	65% by 2009/10.
BVPI99 (x)	Total killed and seriously injured casualties.	40% reduction by 2010
BVPI99 (y)	Child killed and seriously injured casualties.	55% reduction by 2010
BVPI99 (z)	Total slight casualties.	no change in absolute no's to 2010
BVPI187	Footway condition.	K - 25%, L - 29%, S - 17%, StH - 15%, W - 18%
BVPI223 (96)	Principal Road condition.	N/a. See BVPI223 summary for explanation.
BVPI224a (97a)	Non-Principal Classified Road condition.	N/a. See BVPI224a summary for explanation.
BVPI224b (97b)	Unclassified Road condition.	K - 5%, L - 9%, S - 9%, StH - 8%, W - 4% by 2010/11

CONGESTION priority indicators		
No.	**Indicator**	**LTP2 Target value**
1	Sustainable transport as the final mode for air passengers	12% - 08/09, 14% 10/11
2	HGV journey times on designated freight routes	JT's capped at ⅓rd of increase in traffic levels
3	Limit current number of car parking spaces available in Liverpool City Centre	16,500 public off street cap
4	% of network below threshold speeds during peak periods	N/a. Monitoring only
5	Extent of peak spreading	N/a. Monitoring only
6	Roadworks coverage and impacts	N/a. Monitoring only
7	Park and Ride - usage	35% increase by 2010/11

| ACCESSIBILITY priority indicators		
No.	**Indicator**	**LTP2 Target value**
8	Number % of rural households within 800m of an hourly or better bus service	Minimum 95% standard to be maintained through LTP2 period
9	Number of rail stations upgraded to meet preset standards for a) facilities b) access	a) 15 b) 5 ...by 2010/11
10	BV165 (accessibility of pedestrian crossings)	K - 100%, L - 80%, S - 85%, StH - 100%, W - 96% by 2010/11
11	Bus based Physical access a) % low floor vehicles b) infrastructure - % near level boarding via access kerbs	a) 88% by 2010/11 (base 35%) b) 32% by 2010/11 (base 12%)
12	Affordability - Index of transport usage costs	N/a. Monitoring only
13	Accessibility - Economic impact: Accessibility of workless residents to employment location	Average 1% p.a. improvement target developed with JCP.
14	Accessibility - Education: % NEET group to access post 16 establishment	Average 1% p.a. improvement target developed with LSC.

15	Crime / fear of crime on and around public transport
	a) Number of broken window incidents
	    recorded on public transport;
	b) Proportion of people who are
	    discouraged from PT use at night
		N/a. Monitoring only

QUALITY AIR/LIFE priority indicators		
No.	Indicator	LTP2 Target value
16	Estimated transport related emissions (tonnes/year) of CO, nitrogen oxides & particulate matter	N/a. Monitoring only
17	Vehicle mileage in the AQMA or area of exceedence;	7% traffic growth cap (AQMA1) 9.2% traffic growth cap (AQMA2)
18	Environmental Standard of Bus Fleet (Euro III or equivalent)	70% of fleet to meet std. by 2011 (baseline 35%)
19	Physical Activity Indicator	N/a. Monitoring only
OTHER local priorities		
No.	Indicator	LTP2 Target value
20	Travel to Work Modal Share indicator	No changes in modal share of travel to work journeys
21	Economic indicator a) GVA per head b) Worklessness	N/a. Monitoring only
22	Percentage of new developments meeting minimum standards for all transport modes as defined by SPD	95% by 2010/11.
23	Street Lighting Condition	Tbc
24	Tourism Activity a) TIC Footfall b) BID footfall	N/a. Monitoring only

Distillate

5.72 We have invested heavily to ensure that the performance indicator set and performance management (see chapter 14) of this plan are fully aligned with the overall strategy and objectives.

5.73 The Distillate project which the department are supporting, with the Stockholm Environment Institute at the University of York has undertaken analysis to understand the priorities demonstrated by the performance indicator set, and the causal relationships between the indicators.

5.74 The following figure 5.9 summarises the Merseyside LTP performance indicator set, and the inter-relationships between the proxy output, intermediate outcome and key outcome indicators. The 6 priorities of the LTP are also shown as coloured dots on each indicator in the diagram as follows:
- Congestion (green)
- Accessibility (red)
- Safer Roads (blue)
- Air quality (yellow)
- Quality of life (black)
- Local priority (white)

Figure 5.9 Assessment of inter-relationships of performance indicators
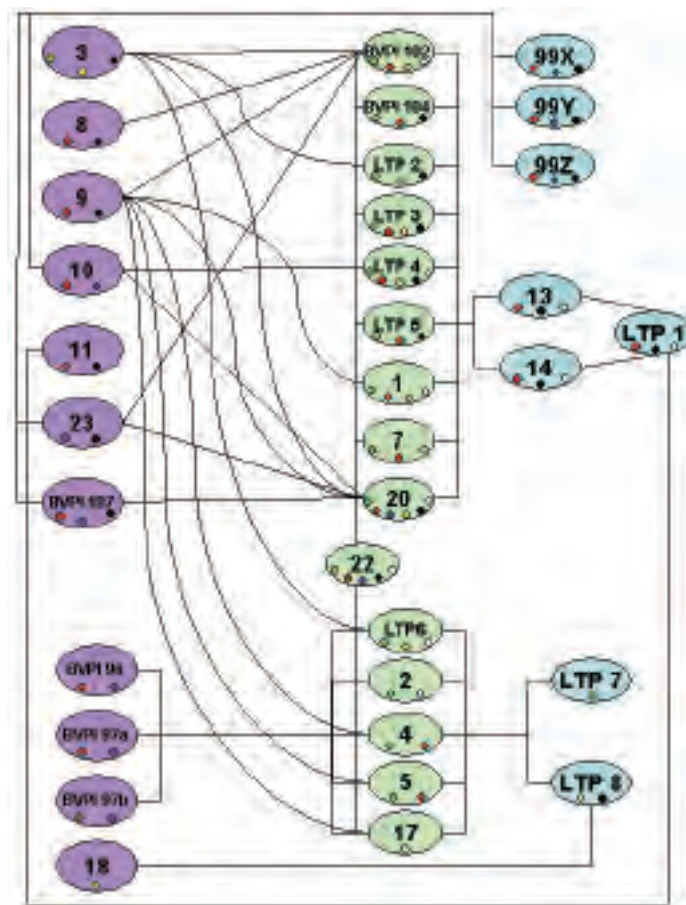
We have considered our investment programme in the light of our strategy and objectives, and within the constraints of the financial resources and policy powers available to us. We have set realistic but ambitious targets to measure our progress. Our detailed proposals on delivery and addressing the shared priorities are set out in the following chapters.

The Integrated Network

Chapter 6:
The Integrated Network

6.1   This chapter sets out our approach to developing the integrated transport network to meet our strategy for the efficient movement of people and goods. The chapter is set out in four parts:-

(i)   Equality of Travel Opportunity - explains our commitment to ensuring a fair and equitable transport network.

(ii) Part two describes our detailed proposals to ensure the efficient movement of people and goods through the integrated public transport network, our support for cycling and walking, and the freight strategy.

(iii) Part three sets out our proposals for better integrated land use, the operation of the efficient highway network and our proposals for smarter choices to support those measures.

(iv) Finally part four describes how we intend to underpin our strategy and five year programme via our "Informed Choices" communications programme.

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

Our Aim

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

We will measure our performance by:
• Restricing increases in Merseyside's traffic levels to 9.2%
• An increase in cycling of 10%
• Increase in public transport patronage - Bus 1% over the next five years Rail 7.9% over five years
• 65% satisfaction with local bus services by 2009/10
• Restrict increases in off peak HGV journey times to a third of the increase of the overall increase in traffic volume
• 35% increase in people using Park and Ride by 2011
• No of rail stations upgraded to meet access standards by 2010/11:-
  (a) facilities and security -15
  (b) step free access -5
• Accessibility of pedestrian crossings BVPI Target per Authority – local authorities will have a minimum of 80% fully accessible
• Bus based physical access
  (a) fully accessible low floor vehicles 88% of fleet by 2011
  (b) 32% of bus stops will be fully accessible on 18 routes identified in MBS

- Environmental standard of bus fleet – 70% of fleet to Euro II with a trap or better by 2011
- 95% of new developments meeting minimum standards for all modes as defined by the transport SPD

We will also closely monitor other important factors

- Affordability/cost of:-
  (a) average bus/rail fare per mile
  (b) car cost index
- Crime/fear of crime in and around public transport.
  (a) nos of broken windows reported on public transport
  (b) % of people discouraged from using public transport during hours of darkness
- We will develop a Physical activity indicator
- Roadworks coverage and duration

Part One: Equality of Travel Opportunity

6.2 The important consideration for our transport strategy is first and foremost about ensuring that the safe and efficient movement of people and goods assists regeneration and allows all members of the community the same opportunity to travel.

6.3 Demand for movement is rising inexorably. This means we have to manage the demand for movement making best use of our resources and develop innovative measures to provide solutions. Our approach to the Network Management duty, the transport SPD and smart choices – are critical elements of our approach.

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

6.5 However, as we showed in Chapter 2, there is clear evidence that ability or opportunity to travel is linked to income and for many members of the community there is a need to increase the opportunity to travel; to open up opportunities to access employment, training and health care. This is inextricably linked to the need to ensure we recognise the differing needs of our diverse community.

Mainstreaming Diversity

6.6   Underpinning our approach is the belief that the transport system has to be accessible to everyone. We need to find new ways to engage and open up services for people who suffer from social exclusion.

6.7   To ensure that all members of society are included and that everyone has equal access to transport resources it is vital to recognise that transport user needs are diverse. This embraces:
- Race
- Gender
- Age
- Faith
- Sexuality
- Disability

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

6.9   The Merseyside Social Inclusion Observatory (MSIO) were commissioned by the Merseyside Local Transport Plan (LTP) Partnership to undertake a diversity audit of the Provisional LTP. The audit has involved mapping LTP policies and interventions against other key national, regional and local policies and making recommendations on the appropriate way forward over the next five years in the form of a hierarchy of priority actions to be fed into the LTP and emerging Accessibility Strategy.

6.10   Generic issues raised by the audit are focused around:
   (i)   The need to be clear that a recognition of 'diversity' does not guarantee 'inclusion' or equality and that pro-active steps need to be taken to work with equalities communities through existing networks and umbrella organisations.
   (ii)   Area-based targeting of provision goes some way to promoting inclusion within areas of deprivation, but does not always meet the needs of individuals suffering exclusion based on gender, race, disability, age, faith or sexuality who live outside the areas defined as 'deprived' or in need of regeneration. However, since Black and Minority Ethnic (BME) individuals, for instance, are more likely to reside in areas of deprivation it is important to balance 'area-based' and 'thematic' approaches.
   (iii) 'Access' is an issue that goes beyond people with disabilities and should be considered across the equalities spectrum. The ways in which Community Transport providers could be better supported to provide demand-responsive transport to equalities groups could also be developed as this type of provision is potentially best placed to serve particular 'communities of interest'.

(iv)   Demographic changes in terms of the increase in the BME population, an increasing younger population (possibly of 'incomers' either from refugee groups or students), the national trend towards an ageing population and the prevalence of women within this group are all likely to have an impact on transport requirements and provision.

(v)   When considering worklessness / economic inactivity and its relationship with suitable transport links it is important to be clear that there are a number of potential reasons for economic inactivity (including ill health, family commitments, retirement) and that links to employment opportunities are not the sole requirement of such individuals – indeed links to health care, social networks or schools might be equally as important.

(vi)   There is a need to review the way in which we consult with equalities communities and the way in which we monitor and evaluate performance in the context of equality and diversity agendas.

6.11   • Specific priorities relating to equalities communities (i.e. those with disabilities, BME groups, Faith groups, Women (gender), Young people, Older people and Lesbian, Gay, Bisexual and Transgender communities (LGBT) that the second LTP needs to consider include:

(i)   In terms of disabilities, there is an awareness and commitment within the LTP to address various issues of importance.

(ii)   There is less recognition of the issues/barriers facing BME communities. There is a need to develop better understanding of the diversity of Merseyside's BME communities, how gender issues may also impact on particular BME community's use of transport and of how transport information could be better presented to those whose first language is not English.

(iii)   It is suggested that we should establish links with Faith Networks and consider ways in which public transport can provide access to places of worship, community centres, family and social networks, sources of appropriate foodstuffs and other relevant activities.

(iv)   Greater reference could be made as to how transport provision could reflect women's needs more effectively in terms of appropriately routed and timed provision (especially during the day), vehicle design, personal safety (especially at night) and affordability (particularly given the ongoing pay gap between men and women). Reference could also be made to data which shows Merseyside to have higher than average numbers of female lone parents who are more likely than average to be economically inactive. This is particularly relevant as the LTP notes the strategic need reflected in the CRDP to support women in accessing employment. It should also be noted, in this respect, that Merseyside has higher rates of part-time female employment than any comparable city region in the UK.

(v) **Young people** have specific transport requirements in terms of access to education, training and employment opportunities. This is particularly true within wards with high NEET (Not in Employment, Education or Training) rates amongst the 16-18 age group and available data on this could be used to boost the LTP 2 in respect of issues such as route planning and cost of travel.

(vi) The DfT has produced information on a number of issues of particular concern to older people, such as the importance of independence whilst maintaining links with family, friends and health and social activities. It is also evident that older people are less likely than younger people to have access to private cars.

(vii) The LGBT community is another equalities group that is not covered by the LTP and is to some extent 'invisible' in terms of public transport use but which has particular concerns in respect of safety and access to community and leisure facilities as well as cutting across all the other equalities groups – for instance it has been identified that older LGBT people face particular problems in terms of isolation. It is suggested that good practice already introduced by Merseyside Police in respect of outreach and consultation with LGBT groups, should be examined.

6.12 We intend to build on this initial assessment over the lifetime of this second LTP. To begin with it is proposed to tender for a gender audit of the proposals contained within this plan following on with a full range of research into the needs of our diverse community. We will build on the work of the DfT who are currently reviewing their gender checklist which acts as an aide-memoire to any transport project and this will act as a guide to our programme. In the meantime we have made significant progress, largely through Merseytravel's Community Links Team to address some of the issues highlighted in the initial audit. The challenge now is to build on this through the Access Planning process (described in detail in Chapter 9).

Gender Differences in Transport Use

6.13 Transport has a significant impact on service delivery in the public sector. The failure of the transport system impacts on public service; for example lack of transport to access health opportunities costs money when people fail to attend appointments. A recent study (CITE) has concluded that: "In reality the unintended gender bias in UK transport policy means more women than men are having transport problems in accessing a range of public services". There are some important differences within travel patterns of men and women that pose a range of issues to be addressed:
• Men travel further than women.
• Men are more likely to use cars.
• Women are slightly more likely to use public transport.
• Men and women travel for different purposes.
• Average commuting time is longer for men than women.
• Women are twice as likely (than men) to walk to work.

- More men hold driving licences in: 2003 this was – 81% male/61% female. This gap has narrowed since the 19(70)s. In two person households, the male is more likely to be the car driver.
- Individuals on lowest income (this category contains lone parents who are predominantly women) are twice as likely to make trips by public transport.

Meeting the Needs of Disabled People

6.14 The definition of disability in the Disability Discrimination Act (DDA) is fairly complex, but our plan assumes a person is disabled for the purposes of the Act if he or she has a physical or mental impairment which has a substantial and long-term adverse affect on their ability to carry out normal day-to-day activities.

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

6.16 To address these issues, we will build on the principles of Universal Accessibility which Merseytravel have already adopted.
Provide: equitable use and accessibility for everyone irrespective of ability.
Allocate: appropriate space for people, regardless of body size, posture and mobility.
Ensure: ease of use, comprehension and understanding, regardless of physical or cognitive abilities.
Require: minimal physical strength, stress and economy of effort.
Achieve: comfortable and healthy conditions and minimise hazards.

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

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

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

6.20 The research identified key issues for the transport disabled, and made a number of important recommendations, for public transport.

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

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

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

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

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

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

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

Best Practice – Merseytravel Disability Equality Action Training

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

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

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

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

Service providers have to consider making changes to physical features that make it difficult for disabled people to use their services.
The course objectives are set by those people attending the course.

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

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

The course consists of three workshops:
1.   Mobility workshop presented by a wheelchair user. This workshop explains the Disability Discrimination Act and addresses the social model of disability. It is a participant workshop and the workshop looks at good and bad practice within the built and pedestrian environment.

     What counts as disability according to law?

     What are normal day-to-day activities?

What does not count as disability?

2. Blind and partially sighted workshop presented by a blind and partially sighted person. This workshop addresses best practice in the provision of information and issues of navigation within the built and environment.

3. Deaf and hard of hearing workshop is presented by a deaf person and addresses the communication needs of deaf people in mainstream society.

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

6.27 It is essential to consult local disability organisations early on disability issues, relating to the local environment. We will pay particular attention to:
- Considering the location of benches.
- Leaving space for wheelchair users and double buggies.
- Installing colour contrast to highlight pavement edges, posts and other items of street furniture.
- Reducing sign clutter.
- Laying smoother pavements.

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

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

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

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

Older Persons

6.32 The Social Exclusions Unit's report, 'A Sure Start to Later Life Ending Inequalities for Older People' uses the original sure start for children approach and applies it to older people. The Department for Work and Pensions will pilot Sure Start for Older People, calling it Link Age Plus, in Spring 2006.

6.33 It makes the links between older people, transport and social exclusion, recognising the barriers that lack of public transport create and states that:

6.34 'Lack of transport leads to isolation and loneliness which impacts on an individual's health and well being'.

6.35 The report sets out that:
  - Car ownership declines with increasing age.
  - Older women are less likely to have access to a car. 42% of women aged 75 to 84 and 25% aged 85 and over had access to a car in the household, compared to 66% and 45% of men in these two age groups.
  - Shopping and other personal business are the most common reasons for travel by older people.
  - Older people, specifically those over state pension age, are more reliant than younger people on public transport.

6.36 The barriers cited within the document are familiar
  - Cost.
  - Accessibility and availability.
  - Mobility constraints.
  - Crime and safety.

6.37 We intend to address these issues through our Access Plans.

6.38 The Employment Equality (Age) Regulations 2006 will come into force in October 2006 and will implement the age strand of the EU Employment Directive 2000/78/EC. They will outlaw age discrimination in employment and vocational training. The Age Regulations will apply to all workers and to people who apply for work, and in addition, they will cover access to vocational training. The Age Regulations will prohibit direct and indirect age discrimination, harassment and victimisation.

6.39 We also welcome the report published by Age Concern, 'In the right place: Accessibility local services and older people', and will aim to follow its recommendations in our service delivery. This will be taken forward via our Access Plan.

6.40 Along with London, Merseyside has long provided the most generous Travel Concessions for elderly people and research has illustrated the benefits of this in aiding older persons mobility. Merseylink is also available free of charge to older people with more severe disabilities.

6.41 As part of our commitment we are working through the accessibility planning process developing working arrangements with the Primary Care Trusts (PCTs) educational and employment providers all of which work with older people to improve the service delivery to prevent illness and to offer the highest standards in care by ensuring all members of the public have effective and equitable access to public transport.

6.42 Figure 6.1 Illustrates the growing numbers of older people on Merseyside.

Figure 6.1 Age Profile
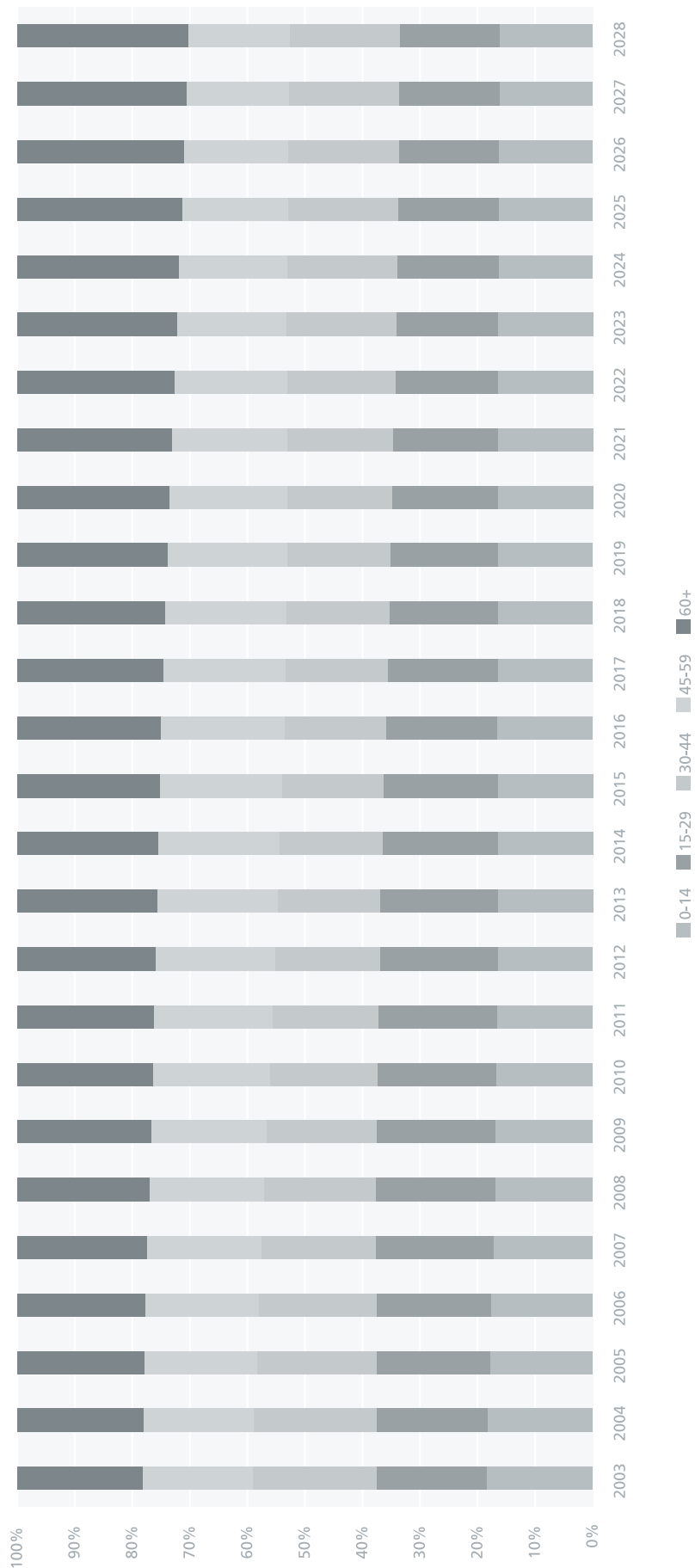
Black, Minority and Faith Groups

6.43 Work is already under way via Merseytravel's Community Links Team to address these issues through regular liaison and consultation (Chapter 2 provides more details).

6.44 We will now build on Merseytravel's Race Equality Scheme which is incorporated into the Local Government Equality Scheme, and which seeks to ensure Local Government services are delivered to a diverse society. The production of a Race Equality Scheme for all public organisations is a legal requirement under the Race Relations (Amendment) Act 2000. In practice, this means that they must develop methods of eliminating unlawful discrimination and promoting equality of opportunity.

6.45 To ensure our service delivery is available to all members of the community, we are using the Local Government Equality Standard Impact Assessment process which focuses on our services and how they impact on the wider community.

Best Practice – Promoting Public Transport

Working with the same group of people who have a visual impairment, we discovered that people from black and racial minority groups were not accessing their older persons free concessionary passes.

As a result we have, through Age concern, made contact with a wide variety of voluntary and community groups who represent this sector.

With their advice, we are currently making a DVD which explains in Somali, Arabic and Chinese how to obtain a concessionary pass. This DVD is being produced with supporting literature.

This information will be distributed across Merseyside and will be given out to all voluntary/community groups/faith organisations as well as libraries. Where possible, we will display the DVD on informational loops in libraries and other public places.

Equality of Travel Opportunity - 5 Year Programme

Whilst our approach is to create a barrier free transport network open to all, we will need to pay particular attention to key issues to ensure progress

- Equality of travel opportunity will underpin and be promoted through the Access Plan.
- Within two years, we will thoroughly audit our proposals to ensure that they accommodate the needs of our diverse community.
- Within two years, we will develop with Merseyside Social Inclusion Observatory (MSIO) and put in place systems to monitor travel patterns amongst our diverse groups and disabled people, and address any discrepancies.
- We will use the outcomes of these initiatives to review progress during LTP 2 in order that programmes can be amended, if appropriate, within the Access Plan.
- We will continue to fund and support disabled people's organisations to assist those disabled people who are marginalised by public transport and to implement change.
- Over the next five years, the five districts will audit the pedestrian environment with a view to improving its accessibility to all people, especially disabled people. We propose to use 'walk ability' as a key test of the accessibility of proposed developments.
- District Councils, will as far as practicable, develop a design standard for the street environment, including obstruction free pavements that are wide enough for the busiest use and fully accessible to all users.
- We will review training of new and existing transport professionals to ensure that they deliver inclusive transport systems and services (meeting the new requirements under DDA 2005).
- Within twelve months, Merseytravel will provide new policy guidance for Merseylink, together with other initiatives such as the development of new demand responsive services (DRT).
- Merseytravel and the TravelWise informed choices programme will continue to develop specialised information provision.

Measuring Performance

- All local authorities will achieve 80% or better for Accessibility of pedestrian crossings in their area.
- 88% of the Merseyside bus fleet will be fully accessible by 2011.
- 32% of passenger facilities on the 18 routes highlighted in the MBS will be fully accessible.
- Five rail stations upgraded to provide step free access.
- Also we will develop monitoring to measure use by particular user groups and take measures to address weaknesses.

Addressing the Shared Priorities

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

Rural Issues

6.46 Merseyside has a small but significant rural population. A recent study has shown that key issues are:
- Lack of travel choice.
- People living in rural communities need greater opportunities to travel to and from leisure and recreation destinations.
- Ensure that all rural passenger transport services are accessible to all.
- Ensure that the rural population is aware of the full range of available travel opportunities.

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

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

Part Two: Efficient Movement of People and Goods

Freight Management

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

6.50 We aim to develop and maintain a sustainable freight transport system that takes a balanced account of these issues, whilst promoting our priorities through value for money solutions by:
   • Encouraging freight-generating development on sites with effective multi-modal access.
   • Maximising the opportunities for the movement of goods by rail.
   • Effectively managing the highway network to 'keep traffic moving'.
   • Minimising adverse impacts from the movement of freight on road and rail.
   • Forming effective Quality Partnerships with the industry and other freight stakeholders.

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

6.52 In this regard we are concerned about the ability or willingness of the rail industry to increase local rail freight capacity. The Northern Way initiative may be an important element in realising ambitions for transfer of freight to rail, which will not only address issues of congestion, but assist with addressing other shared priorities of air quality, quality of life and road safety. We are also hopeful that the TIF productivity strand may provide assistance by improving rail access to the Port.

6.53 Demand for additional highway capacity to accommodate increasing freight traffic will be kept under review through the life of this plan, in consultation with the Highway Agency.

6.54 The umbrella Greater Merseyside Freight Quality Partnership, involving the Merseyside Districts and Halton Authorities, Merseytravel, Highways Agency and Freight Transport Association was originally established to steer the Merseyside Freight Study in 1998. It has managed freight developments through the first LTP. Additional engagement with the industry has been achieved through regular seminars, and an interactive website. (**Details are provided in Appendix 13**).

6.55 Notwithstanding the concerns expressed above, the partnership considers the recommendations of the Freight Study, and resultant Freight Strategy set out within the first LTP should continue to form the basis of promoting sustainable distribution for Greater Merseyside in the second Plan, whilst recognising the areas of most influence and hence concentrating on:
- Providing adequate overland access and mode choice to maintain competitiveness of the Mersey Ports, Liverpool John Lennon Airport and B2/B8 uses (Manufacturing/Storage & Distribution).
- Protecting appropriate land and access capacity for port, airport and B2/B8 development.
- Manage and mitigate residual freight impacts on the highway or rail ways.

The economic drivers

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

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

6.58 There are also seven SIAs in Merseyside developed as part of the European Objective One programme to direct investment.

6.59 The LCRDP identifies these areas as major economic drivers over the next five years. (**This was described in Chapter 3**). Expansion of freight and commercial traffic can be anticipated, and the efficient operation of the highways network will be essential, as will the promotion of transfer to rail.

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

6.61 The SIA Transport Impact Assessment Model incorporates land use and traffic data and public transport accessibility indices. The model has been updated to a 2005 base to take account of completed and revised development and network improvements. The result will support the future development of programmes, interventions and schemes.

6.62 To determine priorities for freight interventions, the Greater Merseyside Freight Group has completed two consultation exercises:
   • stakeholders who influence the generation and distribution of freight have been directly consulted and;
   • a targeted consultation with 2000 residents living in the main road access corridors in the South Sefton / North Liverpool Area. (**The results of both these surveys are contained within Appendix Thirteen**).

6.63 The priorities for stakeholders remain:
   • Maintaining journey time reliability on strategic routes.
   • Effective facilities for access to town centres.
   • Increased opportunities for multi-model distribution.

6.64 For residents in the key freight corridors in the south Sefton / North Liverpool area:
   • Freight traffic is a significant concern with regard to quality of life and safety issues.
   • They indicated strong support for measures to promote rail freight, the effective management of road traffic, and measures to mitigate the adverse impacts of freight traffic both on road and rail.
   • They expressed a desire to be further involved in the future.
   • They recognised that significant additional capacity will be required in the future.

5 Year Programme:

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

Measuring Performance

- Restricting increases in off peak HGV journey times to a third of the increase in overall traffic levels.
- We also undertake regular monitoring to assess any action that may be required as a result of Network Management Duty.

6.32 Addressing the shared priorities

This programme of action will, in conjunction with the Road User Hierarchy (RUH) and network management:
• Address congestion by reducing freight traffic on non-freight routes and keeping freight moving freely on designated routes;
• In so doing, help reduce emissions and help with air quality;
• Improve accessibility by ensuring the efficient operation of the public transport network; and improve conditions for cyclists and walkers.
• Minimise risk of accidents by controlling and directing freight to well managed routes.

The Efficient Movement of People – The Single Integrated Public Transport Network

Context

6.65 The transport strategy set out in our first LTP in 2000 established the critical role of public transport in achieving our objectives, by delivering the wider regeneration targets for Merseyside, and improving access and quality of life. Five years on, the need for a high quality integrated public transport network has not diminished as a key component to support Merseyside's regeneration. The guiding principle of "Putting the Passenger First" remains as a focus for all elements of the public transport offer. However, in refreshing and updating the public transport components of this second LTP there is a need to review the progress made to date, along with the changed context within which the updated programme is to be defined.

Progress to date

6.66 The "Single Integrated Public Transport Network, accessible to all", as set out in our first LTP, has made significant progress. The Merseyrail franchise has been brought under local control and re-tendered. This has allowed all the Merseyrail rolling stock to be comprehensively refurbished bringing real improvements for passengers. Combined with a rolling programme of station improvements and new stations, including the Liverpool South Parkway (due to open in 2006) the Merseyrail network is now one of the best performing rail franchises in the UK.

6.67 On the Bus Network there have also been significant improvements. Fifteen High Quality Bus Corridors were identified in the LTP Strategy and new bus priority measures and a rolling programme of new shelters have been introduced. In Liverpool City Centre the new Paradise Street Interchange has opened as a focal point in the Liverpool One retail/leisure development. When this development opens in 2008 the interchange will be at the heart of the scheme providing direct access to shops and leisure facilities for bus users.

6.68 Line 1 of the 3-line Merseytram project was identified as the most important Major Scheme in our first LTP. This £300 million scheme is a critical component of the overall Strategy as it will provide a vital increase in public transport capacity of sufficient quality to attract car users to the public transport network. With its 700+ space park & ride site adjacent to the M57 motorway, it provides a critical component of the wider City Centre Movement Strategy. The recent refusal of Government funding for the project and results of the High Court challenge are a setback to the timely delivery of the project. We remain of the view that Tram Line One represents the best option for the Kirkby corridor, and welcome the opportunity, to review the scheme in the addendum report that will be presented in July 2006. The Transport and Works Act powers granted by the Secretary of State remain valid for Merseytram Line 1 until 2010 and we will safeguard the route covered by these powers during the second LTP period, while the way forward on the project is reviewed.

6.69 It is considered that our ability to achieve our overall objectives and targets will be significantly reduced in the absence of Merseytram Line 1. This will form the basis of further detailed examination to be undertaken as the addendum to this full Plan, mentioned above.

Addressing Economic Growth

6.70 As we have described in Chapter 2,the first LTP period has witnessed some significant changes in the local economy. In Liverpool City Centre a major re-development programme is underway, the demand for city centre living has led to a continuing expansion of the central area residential offer; the Liverpool One project will add over 1 million sq ft of new retail and leisure floor space. It is of a similar scale to the Trafford Centre in Manchester, but unlike that scheme, has a city centre location with only 3000 car parking spaces (compared to 10,000 at the Trafford centre) highlighting the importance of public transport in achieving the scheme's target of attracting 67% of visitors by non-car modes.

6.71 Immediately adjacent to the Liverpool One development, the Kings Waterfront is also under construction, with a phased opening from 2008 onwards. The development will feature a new 9,500-seat arena, convention centre, hotels and residential development. The city centre's office stock is also being expanded significantly with a number of developments being progressed, most notably the St Paul's development bringing an additional 1 million sq ft of high quality floor space.

6.72 Elsewhere, European funding is being targeted towards the designated Strategic Investment Areas and Pathways areas. Significant social inclusion issues remain to be addressed to ensure that all sectors of the community benefit from the economic growth and investment in the region. As the Access Plan (see Chapter 9) has highlighted, public transport will be a key factor in providing access to opportunities over the next five years.

Congestion impacts

6.73 The level of development and regeneration that is underway together with underlying trends in increased car ownership and usage, set out in Chapter 4 will lead to traffic growth and increasing levels of congestion within Merseyside and the wider City-Region over the next LTP period. A comprehensive, high quality public transport network, supported by traffic demand management measures will be required as part of our wider package. This is to manage the volume of traffic growth and ensure that we are able to achieve our targets.

6.74 Congestion is a particular issue for the bus network where it can have a direct impact on the ability of buses to provide quick, reliable and punctual services. This is a particularly key issue to be addressed and will require a coordinated effort from a range of partners including Merseytravel, the local authorities, bus operators and enforcement agencies.

6.75 Park and Ride facilities can also have a positive effect in encouraging modal shift from private car to public transport if complemented by priority measures (to improve public transport journey times, punctuality and reliability) and city/town centre parking policies. Therefore, increasing the supply, number and distribution of these facilities, remains an integral part of the public transport programme in this Plan

European Capital of Culture 2008

6.76 The European Capital of Culture in 2008 is a major opportunity to aid the redevelopment of Liverpool and the wider Merseyside area. It is also an opportunity to showcase the public transport facilities in the region. They will be central to the strategy for dealing with the forecast 11 million visitors during 2008. A major review of facilities is to be undertaken involving Merseytravel, the Local Authorities, Operators, Police and other agencies that will be responsible for providing high quality public transport access during 2008. This will be a combination of improvements to existing facilities, and the introduction of a range of temporary measures to manage the additional volumes of people visiting the area. **This is discussed further in Chapter 7**.

Levels and sources of funding

6.77 In preparing the updated public transport programme, it also has to be recognised, that the sources and levels of funding likely to be available will not be as great as during LTP1. The integrated block fund allocation for Merseyside has been reduced following the application of the new formula. This will require a carefully targeted approach to the choice of schemes that can be pursued and implemented. Exisitng rigorous appraisal techniques will be further utilised to ensure that the maximum value for money is obtained. In particular Merseytravel and its local authority partners will work closely with other partners to secure match funding contributions and complementary contributions to schemes from which they will derive a direct benefit, before any commitment to invest LTP2 funds. Pursuing developer contributions through the planning system, and as part of regeneration schemes, will be an important component of this, and is discussed further within our proposals for the transport SPD.

6.78 It is also recognised that the European Objective 1 programme comes to an end in 2006. Although transitional funds will be available they will not offer the same quantum of opportunity for infrastructure investment. Again, this is reflected in the programme that has been developed. We also set out in Chapter 5 our intention to examine a potential bid for pump priming funding from the TIF because it is considered prudent to consider the circumstances at which point such a charging mechanism may be beneficial to the Merseyside economy.

The Single Integrated Public Transport Network- Introducing *TransportPlus*

6.79 Merseytravel are looking to develop a more user-friendly terminology – this is to be *"TransportPlus"* and will encompass all the components of the public transport measures on Merseyside.

6.80 The *TransportPlus* programme covers all aspects of public transport within the Merseyside area and focuses on the key roles of Merseytravel, and Local Authority partners, bus and rail operators, the police and other enforcement agencies, and the community transport sector. The level of partnership between these agencies will be critical to the delivery of the public transport investment and to the achievement of our targets.

6.81 The *TransportPlus* programme requires an integrated and coordinated approach to the design and delivery of public transport services with an emphasis on a convenient, efficient and safe network that provides a real alternative to car use. This approach of "Putting the Passenger First" focuses on all the key aspects of a public transport journey as follows:
  • Initial trip planning (Marketing and Information, including TravelWise),
  • Ease of use (Ticketing systems & affordability, accessible networks, including access routes and convenient level boarding)
  • Safety & security of the network (TravelSafe)
  • Quick, reliable and punctual public transport services (bus, tram, rail, ferry)
  • Convenient transfer facilities (Interchanges and Park & Ride facilities)

6.82 This section of the Plan covers each of these *TransportPlus* components and describes the proposed initiatives that will be progressed as part of this Plan. Linkages with other elements of the our proposals, such as demand management measures are also highlighted.

Marketing and information

6.83 Unless people are aware of the public transport opportunities that are available to them, and the public transport network is presented to them as something that they would want to use, the value of investment in public transport infrastructure will never be fully realised. Through the Smart Choices/TravelWise programme, carefully targeted information and campaigning can deliver considerable benefits in terms of public transport use as a means to achieve the targets for congestion, accessibility and air quality.

6.84 The marketing and information strategy remains critically important to secure access to high quality public transport information. The thrust of the strategy is to actively promote public transport, in order to increase patronage, manage rising car ownership and trip making, and make best use of public transport services.

6.85 The TravelWise programme is designed to influence travel behaviour by highlighting the benefits of using alternatives to the car. The *TransportPlus* marketing programme will complement this wider initiative by marketing the public transport services available in Merseyside. Through the LTP2 period the main focus will be on targeted marketing of new public transport and park and ride investments in order to maximise their use. For example, the proposed bus strategy measures will include targeted marketing of potential users within the catchment of the proposed schemes. This marketing approach will also attract car users who could transfer to bus use, rather than existing bus users. Similarly, the benefits of using Merseyrail, as an alternative to car commuting to Liverpool City Centre, will also be promoted alongside investment in improvements to the underground stations we are proposing. Again, this initiative is designed to support achievement of targets for city centre traffic levels and air quality.

6.86 The provision of public transport information will also be reviewed to improve quality and legibility. The need for up to date information will also be addressed with bus and rail operators. In particular, the rationalisation of bus service changes will be actively pursued with operators through the proposed partnership arrangements to provide greater network stability and passenger familiarity with the network.

6.87 As part of the Information Strategy, a review of information sources and outlets will also be undertaken covering improvements to paper timetables, real time information systems at rail stations, and bus stops and the potential of emerging technologies including alerts using mobile phone SMS services.

6.88 The existing Real Time Bus Information systems are nearing 10 years old and, whilst the system has been upgraded, there is a need to continue to develop and implement the system to take into account latest technological advancements in this area. The aim will be to enable systems to integrate with other emerging technologies such as alerts using mobile phone SMS services, together with area urban traffic management systems.

Smart Cards

6.89 Merseytravel currently operates a range of multi-modal tickets across Merseyside, covering bus, rail and ferry, together with concessionary travel passes for people of retirement age and for people with disabilities. At present, these are paper-based tickets. The main operators have also developed their own paper-based tickets, which can be purchased on or off-bus. In recent years, a strong switch has been witnessed from single cash fares to pre-paid tickets.

6.90 Electronic, ITSO-complaint smartcards will be the mechanism through which Merseytravel will help attract passengers to the network, by developing existing ticket product ranges. For example, electronic barriers are now being installed at Merseyrail stations which can be activated by smartcards

6.91 In the short term, the Smartcard Enabled Tickets (SET) Project will provide the mechanism for low-cost deployment of Smartcards amongst Merseyside's concessionary pass holders. This ticket will be fully ITSO-complaint.

6.92 Throughout the lifetime of the second LTP, new forms of convenient day tickets will also be developed, which will be available from a wider range of outlets, and will be less susceptible to abuse than self-validating tickets. This is a key element of preventing the misuse of pre-paid tickets and protecting the revenue generated on the public transport network. Means by which to integrate electronic ticketing for the Mersey Tunnels toll booths with the wider public transport network, including compatibility with tickets in adjoining local authority areas will also be explored.

Best practice – Mersey Dee Alliance WorkWise Initiatives

As an example of how the LTP partners are working across boundaries to address transport barriers to work, the Mersey Dee Alliance has developed a WorkWise Travel Pass. This card covers the cost of a months travel for people who would not otherwise be able to take up employment on transport cost grounds. Personalised journey plans are provided along with the pass to inform of the most appropriate journey to take to work or education.

TravelSafe

6.93 The TravelSafe programme is an inseparable element of the *TransportPlus* strategy, as a means by which to improve the attractiveness and perception of public transport as a high quality alternative to the car.

6.94 Central to addressing both actual and perceived levels of security has been the need to develop an accurate picture of actual incidents on the network. With the exception of the work of the British Transport Police (BTP) on rail, there is a national failure to collect broad crime data specific to the public transport network. Compounding this lack of visibility is a tendency across the industry to not report incidents which do not have an immediate operational impact. As part of the TravelSafe initiative, Merseytravel has worked closely with bus operators and Merseyside Police to develop IRiS, the **I**ncident **R**eporting **S**ystem for the bus network. Data is submitted by operators and is analysed and a fortnightly tactical assessment is produced and is used to target Police and TravelSafe resources to address identified problems.

6.95 The BTP have made permanent the post of seconded officer to TravelSafe. This confirms the high level of commitment between the PTE/A and the BTP to address crime on the rail network and explore links across modes.

6.96 DfT figures have identified that the "damping" effect of crime and the fear of crime associated with public transport is 11.5% of ridership. Local evidence suggests that this may be even higher on Merseyside. The TravelSafe programme is, therefore, critical to our ambitions.

6.97 The need for a safe public transport network has also been highlighted in wider research undertaken to address issues of social exclusion. Safety concerns are known to present a barrier to the use of public transport by many sectors of the community and the issue has been addressed in the development of the Access Plan

Best Practice: Tackling Crime on Public Transport

Operation Bream was a multi-agency operation which took place in 2002, that involved both the targeting of criminals on and around the buses of a specific route. This was done by using a high visibility police team who were supported by Revenue Protection Officers, Security Contractor, traffic wardens, special constables and CCTV on buses.

Youth Work Outreach Teams – These have been introduced to work across the network to address youth related issues of crime and disorder.

The Linear Beat Operation was a pilot initiative which ran for a three-month period. In an attempt to reduce crime and increase public reassurance, a police officer was dedicated to the 'beat' which followed a bus corridor running from Paradise Street Bus Station in Liverpool City Centre to Speke.

Education Initiatives working in hotspot schools to address perceptions of the value of public transport and consequence of actions such as stoning of vehicles, graffiti, arson etc.

Operation Virtual Beat is a pilot scheme being run by several agencies working together to catch offenders causing damage to bus shelters. CCTV is being used to target bus shelters, which are most likely to be vandalised, to catch on camera the offenders causing the damage.

On Bus CCTV Bus companies across Merseyside are increasingly installing CCTV in their vehicles to provide reassurance for staff and passengers. The CCTV cameras are both inward and outward facing and so will capture incidents, which occur both on and off the bus.

Target Hardening Shelters where glazing is smashed repeatedly have glass replaced with polycarbonate. This material is less susceptible to this form of attack although it may be more susceptible to graffiti, arson etc.

Bus Escorts have been provided by the police for night buses and recently daytime buses to reduce crime and disorder as well as improving feelings of safety for occupants. The escorts have proved successful for high visibility, arrests, summonses and intelligence, and have significantly enhanced the morale of bus staff engaged on these sometimes difficult routes.

Travel Community Support Officers are employed by Merseyside Police and work closely with Merseytravel and bus operators to tackle issues such as anti-social behaviour, youth disorder and criminal damage on local bus routes. Although not police officers, they do provide a highly visible, uniformed, foot patrol on and around local bus routes. They have direct access to police assistance and the other emergency services, and gather and provide intelligence.

Figure 6.2 IRiS Database

Identification of Two Problems

Sample Data for Illustration Purposes Only

PROBLEM A

PROBLEM B

Problem A
Damage to Vehicles and Anti-Social Behaviour

In this problem buses are subject to smashed windows, damaged seats and graffiti. Smashed windows are more likely to occur in the evening whilst other damage on board the bus and anti-social behaviour occurs during the daytime.

Key Days and Times
Tuesday, Thursday and Friday 15:00 to 16:00 hours
Friday and Saturday 21:00 to 22:00 Hours

Location
Incidents occur along the stretch of road outside the school and the playing field.

Offenders
Incidents during the day occur mainly on the school bus service and the offenders are a group of 10 males and females aged 11-14 yrs from the local high school.

A group of up to 20 males aged from 14 to 17 yrs commits incidents during the evening, they use bricks and air guns to smash the windows.

Problem B
Robbery, Theft and Assaults

In this problem passengers are the victims of robberies and thefts and the drivers are being assaulted both verbally and physically by the same group of offenders.

Key Days and Times
Saturday and Sunday 21:00 to 00:30 hours
Wednesday 18:00 to 19:00 hours

Location
Along the routes covering this road specifically on the services 34, 35 and 38

Offenders
The offenders are 3 to 4 males aged 16-18 yrs who regularly board the bus at the City Centre bus station or in the Halewood area. They are often in possession of a knife, which they use to threaten victims. The offenders are aware of CCTV on the buses and will not board a bus when CCTV is present.

The Bus Network in Merseyside

6.98 The **Merseyside Bus Strategy** forms a key element to the *TransportPlus* programme. The Bus Strategy also forms a freestanding document supporting our second plan. The strategy shows how buses support measures to tackle congestion, improve accessibility and support regeneration and create opportunity for all.

6.99 The objective of the Merseyside Bus Strategy is:

6.100 *"to provide a high quality bus network that meets the needs of the people of Merseyside in a secure, accessible, sustainable and cost effective way".*

6.101 In support of this objective, the aims are to ensure that:
- Everyone on Merseyside has access to good quality bus services that help in their everyday lives.
- Bus services and infrastructure are developed to meet passenger needs as part of the Single Integrated Public Transport Network.
- In doing so ensure the bus network supports the sustainable, inclusive regeneration of Merseyside.

6.102 In support of these aims, it has been recognised in local and national policy, that it will be vital to develop the bus network in ways which meets the needs of all and is a viable, environmentally sustainable alternative to the car and so help arrest and reverse the decline in bus patronage.

6.10.3 Our focus for the LTP remains one of a fundamental uplift in the quality of the bus fleet and bus routes on key corridors and in Liverpool City Centre and main district centres across Merseyside. However, as funding availability is unlikely to allow all desired measures to be implemented there will be a need to prioritise where investment is made in order to gain the greatest returns against outcome targets. The overall impact and outcome of the Centres and Corridors (Corridor/Route Bus/Rail/Investment Programme) in the first LTP has been very positive with increases in both rail and bus patronage where the full package of improvements have been implemented. For example, looking at Bus Patronage between 2000-2006, it can be seen that bus patronage in Merseyside at 164 million in 2004/05 is 6.5 million (4%) greater than the long-term trends would suggest. Figure 6.3 shows this:

Figure 6.3 Trend and actual bus patronage
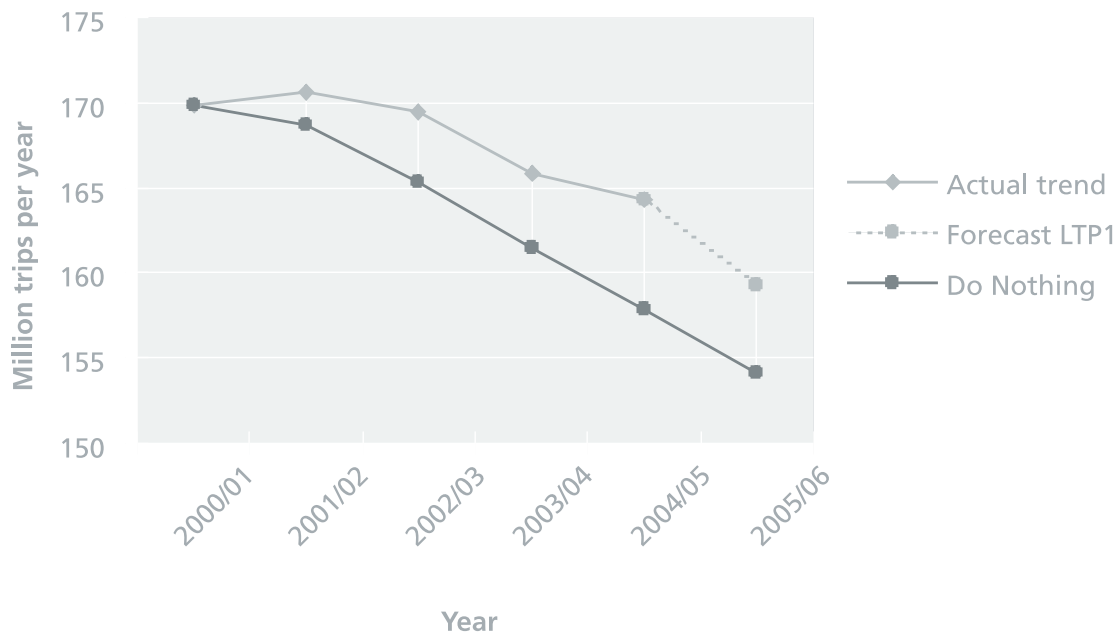
6.104 However, from the experience of the first LTP, it is recognised that bus priority measures in the form of bus lanes can have limited effect unless linked to highly effective enforcement and improvements in the quality of bus services. Through recently launched powers, we are now investigating the concept of red routes (already commonplace in Greater London) as an integrated approach to bus priority, local safety, parking and streetscape. This would have benefits for all road users, not just bus users, and could represent a powerful tool with which to implement local authorities' new Network Management Duty. This will be developed via the Integrated **Corridor Management Strategy** (described in more detail in the third part of this chapter).

6.105 This approach entails the integration of:
- Bus priority measures
- Traffic management measures (e.g. red routes, selective vehicle detection)
- Safety measures and elements of local safety schemes
- Local environmental / streetscape improvements

6.106 A key element of the Accessibility Strategy will be improvements to the public transport network, and in particular the role of the bus. The bus is the most significant mode of transport in Merseyside serving 164 million passenger journeys in 2004/05 (although the market has declined over the last ten years). People must be able to access the public transport network with reasonable ease if the bus is to be viewed as a viable alternative to the car and to provide the essential links that those, without access to a car, are dependant upon in their day-today lives.

6.107 Access to jobs and services through public transport is essential to create sustainable inclusive communities. Therefore, the Bus Strategy has a crucial role to play in supporting Merseyside's land use and development plans, including the major developments in Liverpool City Centre, and other growth areas including the New Heartlands project, to ensure that the bus services that these communities need are provided and that these contribute to making them attractive places to live.

6.108 Equally it is important that the New Heartlands project is designed with the bus in mind, and this issue is being taken forward as a key component of the Accessibility Strategy. Many housing projects have been car-focussed, designed around cul-de-sacs making it very difficult for them to be served by public transport. Sympathetic design will be essential to ensure that the bus is able to provide the transport links that these revitalised communities need to be successful, and to ensure that they do not contribute to the growth of congestion in Merseyside. This will mean careful attention to:
   • Location of developments close to existing bus network
   • Access through developments without costly and unattractive detours
   • Design of highway and footpaths to allow direct, safe and secure access for buses and for people to access them from their homes
   • Detail design of housing and local to cluster where stopping points are located

6.109 This is in order to secure the creation of commercially viable bus services, thus enabling best value to be obtained from finite levels of bus revenue support.

6.110 The role of bus based Park and Ride is being considered for Merseyside, especially with forthcoming attractions such as European City of Culture in 2008 (see Chapter 7) and the completion of major city centre developments. Whilst initially rail will be the primary focus for Park and Ride, there remain opportunities for bus-based systems. These already exist in some areas of Merseyside such as Southport, however they must be part of a wider *TransportPlus* package including bus priority measures; as these are introduced, then the potential for Park and Ride increases.

6.111 An examination into the use of temporary sites to support special events is already being undertaken, whereby bus is the primary onward public transport mode. It is likely, however, that bus based Park and Ride on a permanent site basis will only be a success if the onward bus priority measures are in place, and therefore this approach is unlikely to be introduced until the latter years of the LTP programme.
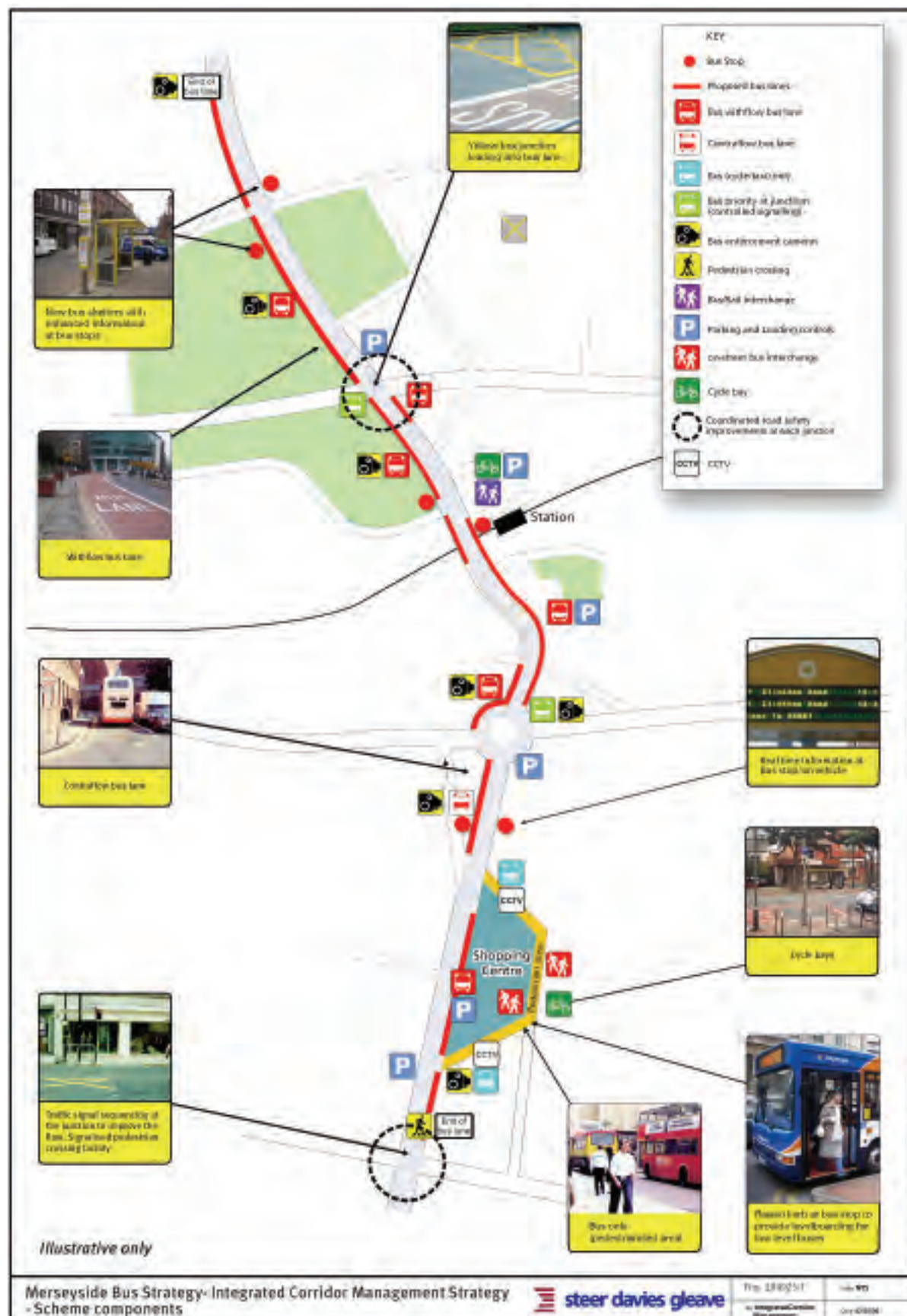
The Bus Strategy Toolkit

6.112 A comprehensive toolkit of measures has been developed for the Bus Strategy covering infrastructure measures, vehicle and operational aspects, safety & security and enforcement measures. These will interface with other aspects of the *TransportPlus* package including information, interchange, marketing, TravelWise and TravelSafe programmes.

6.113 These measures will be combined into a packaged approach to be pursed as part of the **Integrated Corridor Management Strategy**. Further details are presented below including an illustrative corridor highlighting how the various measures will be combined.

Integrated Corridor Management (ICM) – the wider package

6.114 In addition to infrastructure measures to improve traffic flow for all users, the wider package can encompass a range of disciplines. Implementing a range of measures and initiatives in an intensive and focussed way will help to maximise the benefits from the infrastructure investment.

6.115 This approach has previously been initiated in Merseyside though the development of a complementary package of bus priority and local safety improvements in Gorsey Lane, Litherland on the Liverpool-Crosby-Southport corridor.

Figure 6-4 Integrated Corridor Management

Merseyside Bus Strategy- Integrated Corridor Management Strategy - Scheme components

steer davies gleave

Illustrative only

6.116 Formalised Parking
- Formalisation of car parking on corridors and on side streets to allow short term parking for local businesses.

6.117 Enforcement
- Enforcement is crucial to making the most of existing and new infrastructure.
- Roadside / on bus cameras- can provide photographic evidence of vehicles contravening waiting/loading restrictions along bus lanes.
- Waiting and loading restrictions are often tightened in the vicinity of bus lanes and stops in order to minimise delays to buses.
- Red Route patrols - dedicated red route patrols that enforce waiting, loading and parking restrictions.
- Any LA with decriminalised parking can adopt these measures.

6.118 Public Transport Information
- Real time information at roadside and/or on-vehicle and off site such as in shops, leisure centres or hospital waiting areas.
- Location specific route finding, suitable for interchanges and town centres.
- Stop specific timetable information and route mapping.
- Targeted information delivered to households and businesses along the corridor to develop awareness of services and encourage patronage growth.

6.119 Environmental Improvements
- Opportunity to enhance the local environment through provision of co-ordinated street furniture and complementary landscaping and planting.
- Selective use of public art to enhance quality of the journey experience.

6.120 Vehicle Fleet
- Work with operators to improve the quality of the fleet. Crucial to improve public perception of bus travel.
- Co-ordinate investment plans with operators to maximise improvements on a corridor.

6.121 Ticketing
- Affordability key to improving patronage.
- Introduction of integrated ticketing system such as smartcards.
- Can reduce boarding delays and reduce fraud and evasion levels.
- Enables more flexibility in fare policies.
- Wider uses – Your Ticket for Liverpool.

6.122 Safety

- TravelSafe seeks to develop a partnership approach to creating a public transport system that offers the opportunity for all members of the community to travel safely and without fear.
- Initiative includes multi agency operations to tackle crime on buses and crimes in the vicinity of bus corridors.
- Publicity campaigns to promote the easy reporting of crimes and anonymous information about crimes.
- Promoting the use of CCTV on buses, improving street lighting and other elements of urban design.

6.123 Education

- Through the TravelWise campaign target marketing along corridors to encourage public transport use, reduce the dependence on private cars and improve quality of life

The socially necessary bus network

6.124 Where buses are not commercially viable and social need for transport exists services are supported from public funds, where possible. A key policy consideration for the second LTP period will be a review of supported bus service criteria. In doing this, the revised policy criteria will use the Accessibility Strategy and Accession software as a framework for developing guidelines for accessibility standards and prioritising expenditure on services to key locations for employment and training, healthcare, education and shopping. This is to ensure that bus services reflect the needs identified through the Access Plan in respect of access to employment and education. Related to this will be the need to review the school travel criteria, to support the use of walking and cycling amongst schoolchildren.

6.125 This is an important element of the strategy as changes to the commercial bus network are placing greater demands on the public purse for new tendered services at a time when budgets for such services are being increasingly stretched and the traditional methods of securing tendered services may not be the most appropriate solution. Merseytravel will work with partners to ensure that changes in the bus services network have a minimal impact on accessibility and where action is required we will work with partners to develop solutions to address any accessibility needs.

Demand Responsive Transport and integration with other modes

6.126 The bus is a very flexible public transport mode but for some journeys it is impractical or not cost effective to use a conventional bus service. Where demand for a particular trip is low or infrequent a conventional bus service is not the most appropriate solution. However, many such trips have a high social value and act to reduce social exclusion by providing access to employment, healthcare and education.

6.127 The Community Transport (CT) sector already plays an important role in addressing transport needs that the conventional bus network is unable to address. On Merseyside there are a range of CT providers but resources and expertise across the sector are inconsistent. However, the CT sector has the potential to play a more active role in addressing the transport needs of Merseyside, which rail and bus are unable to address.

6.128 This may include use of demand responsive transport services (DRT) such as Merseylink, Joblink and taxis.

6.129 In 2004 Merseytravel established the Communities on the Move programme to help build the capacity of the CT sector on Merseyside. In addition we have secured £3m funding from the EU to fund solutions to transport problems that disproportionately affect those in the most deprived communities. The funding is focussed on building up the capacity of the community / voluntary sector, transport information and transport schemes to address identified accessibility problems affecting socially excluded communities.

6.130 Through Communities on the Move and 'Let's Get Moving', we are assisting the community sector and, with the Bus Strategy and the Rail Strategy, ensuring that the full range of transport needs is addressed. **This is discussed more fully in Chapter 9**.

Best Practice

Improving personal safety on buses - Operation Greyhound

Utilising evidence from the IRiS system, Merseytravel has worked with bus operators, Knowsley CDRP and Merseyside Police to identify hotspot times and locations for two problematic crime types. Youths attacking buses with stones and drug use while travelling on buses are very different crime types but have both been susceptible to analysis through IRiS. Operation Greyhound has seen the design and deployment of resources based on this intelligence led approach. The £8K initiative has been joint funded by Knowsley CDRP and TravelSafe on a 50:50 basis with Merseyside Police taking the operational lead with assistance from the British Transport Police.

Action taken is based around use of decoy buses at these locations with high level of surveillance and response teams. Follow up initiatives include use of offenders on community service to clean up sites and secure them against further fly tipping. Also management of press coverage to gain maximum reassurance.

In order to tackle drug misuses, Merseytravel has secured the use of a drugs dog from the British Transport Police. Targeting known routes at specific times the operation has been successful in detecting offenders and securing judicial disposal. Reassurance benefits of stopping the buses and having officers board and announce the function of the operation has met with resounding support from the public.

Delivering the bus strategy

6.131 The approach to delivery of the Bus Strategy is reliant upon a real commitment from all the partners. This may be through such initiatives as Punctuality Improvement Partnerships involving operators, highway authorities, police and Merseytravel. Without such a commitment, the role of the bus in tackling congestion, poor air quality and in improving accessibility will not be realised. Neither will our desired outcomes, measured through our bus targets be achieved. There will also be a related impact on other targets for traffic growth, congestion and air quality.

6.132 Major improvements are being witnessed in the quality of the bus fleet operating across Merseyside following the acquisition of local operator Glenvale by Stagecoach, and continuing investment by Arriva. Although this is welcomed, the improvement in the Merseyside bus fleet profile is starting from a low base, and continued improvement will be sought by operators throughout the lifetime of this second LTP.

6.133 The delivery of the bus strategy will require a focused effort from all the partners. Given the scale of the programme (in excess of £100 million) it is proposed to deliver the new measures through a series of Statutory Quality Partnerships, through which the roles and responsibilities of each partner is clear. This provides a greater commitment than previous voluntary arrangements pursued through our first LTP, although these may be appropriate in certain circumstances. Bus Quality Contracts remain a potential element of the 'toolkit' available to deliver the bus strategy.

6.134 The Bus Strategy provides for a major investment in the network through new infrastructure (red routes, shelters, junction improvements), complemented by vehicle investment from the operators. Wider initiatives on corridor-level marketing and enforcement also form key elements of the approach to accelerating our bus-related outcomes.

6.135 Merseytravel will regularly review the performance and delivery of the bus based targets in the LTP. Alternative delivery mechanisms, in the form of Quality Contracts will be considered under the following circumstances:
   • In the case that we experience continued decline in bus patronage with no prospect of arrest or reversal.
   • Where unacceptably low growth in the percentage of bus network served by buses of a high environmental quality is observed.
   • Where the percentage of the fleet operated by fully accessible buses falls short of expected targets.
   • Where bus reliability falls short of expected improvement levels.
   • At a point at which congestion charging tests are triggered and considered expedient.

6.136 These conditions are clearly linked to our targets for the LTP overall.

6.137 Merseytravel will also view the government's imminent review of bus legislation with interest and will consider the relevance of emerging options within the toolkit of measures in which to deliver the bus strategy.

Scheme Prioritisation and Programme

Prioritisation

6.138 In order to meet the aims and objectives of the bus strategy, investment needs to be focussed on areas which will do the most to achieve the aims of improving accessibility and integration, supporting regeneration and increasing bus patronage.

6.139 Corridors have been prioritised for investment by combining an assessment of congestion problems, the existing and potential bus patronage, an assessment of the implementability of measures and the fit with our wider objectives.

6.140 A series of main bus routes, on the route hierarchy, which have delays as a result of obstructions by parked vehicles thus limiting the available carriageway for through traffic, have been identified. These will form the basis upon which to start an assessment into the potential introduction of 'red route' traffic management methods. These corridors are described later in this chapter.

6.141 Issues covered by the assessment framework:
  • Access to health facilities;
  • Coverage of SIA and Pathway areas;
  • Physical deliverability of priority measures and road space reallocation;
  • Political support for measures; and
  • Synergy with planned operator investment.

6.142 Using a combination of the above rankings an overall prioritisation has been assigned to each corridor. Corridors designated high priority offer the most potential benefits to passengers.

6.143 All bus related issues are dealt with in detail with the Merseyside Bus Strategy attached as Appendix One.

CORRIDOR PRIORITISATION

Corridor	Prioristisation
City Centre/Bootle/Crosby/Formby/Southport	High
City Centre Maghull/Kirkby	High
City Centre to Kirby via East Lancashire Road/Gilmoss	Medium
City Centre to Page Moss/Prescot/Rainhill	High
City Centre/Netherley/Hough Green	High
Liverpool to Airport/Speke via Aigburth & Allerton	High
Cross River	Medium
Queens Drive - Aigburth Seaforth/Bootle	High
Page Moss/Princess Drive/Croxteth/Fazakerley	Medium
St Helens to Billinge/Rainford	Low
St Helens Newton-le-Willows/Earlstown/Haydock	Low
St Helens/Clinkham Wood/Sutton Moor	Low
Birkenhead/Liscard/Wallasley/West Kirby	Low
Birkenhead to Heswall	Low
Birkenhead to Bromborough	Medium
Route 26/27 City Centre/Everton Valley Circular	Medium

5 Year Bus programme elements:

• It is proposed to invest significantly in bus scheme improvements. Southport Bus Interchange / Birkenhead Bus Station are programmed for delivery in 2006/7 and 2007/08.
• Bus priority measures across Merseyside, linked to needs identified through the congestion strategy and in particular, to support the key growth areas such as the route from Liverpool South Parkway to Liverpool John Lennon Airport.
• Implement the integrated corridor management programme with Traffic Managers.
• Ongoing programme of bus stop improvements linked to HMRI priority areas / city centre / improved bus corridors and routes.
• Continue a rolling programme of public transport improvements at interchanges.
• Continue installation and refinement of the RTPI system.
• Continue a rolling programme of public transport improvements at key interchanges on orbital / radial route intersections.

Merseytram

6.144 The development of a 3-line tram network, as a means of providing access to key employment facilities across Merseyside would provide a major uplift in the quality of public transport within the city centre and across Merseyside. In respect of the city centre. It is considered that Line 1 of the tram remains an integral component of the City Centre Movement Strategy, to provide rapid mass transit to serve the shopping and leisure opportunities currently under construction. It also remains a key element for the regeneration of the Liverpool-Kirkby corridor.

6.145 As we have noted earlier we welcome the opportunity to review these issues in our Addendum Report.

Rail Services

6.146 Common threads can be identified from regional and sub-regional strategy
documents:
- The role for rail catering sustainably for commuting should be
maximised.
- Rail is an important mode for business travel and with growing
congestion on the roads will increasingly become so. This suggests a
need for fast and frequent links between Merseyside and London and
the South East, other regions in the UK and within the North West that
meet the needs of the business traveller.
- Rail offers a sustainable way of catering for movements to and from the
Region's growing airports.
- Rail can be a sustainable and economic mode for transporting freight
over long distances.

6.147 Together these suggest:
- A need to make more extensive use of the existing passenger rail
network through increases in frequency, reduction in journey times and
the provision of new services.
- The expansion of the coverage of the passenger network through the
development of lightly used lines, the reopening of disused lines, the
development of new stations on existing lines or the development of
new routes or rail links.
- The expansion and development of terminal facilities and network
capacity for rail freight.

6.148 Where it can be shown to be cost effective and value for money, Merseytravel supports the expansion of the rail network to meet existing and projected growth in demand for passenger and freight transport and support the economic regeneration of Merseyside and the North West.

6.149 Merseytravel has developed a long-term vision for the development of the rail network in the Liverpool journey to work area. The vision has identified five areas of expansion:
   • network coverage;
   • network capacity;
   • new stations;
   • new park and ride sites;
   • freight.

6.150 During the period of the second LTP, Merseytravel will work with its industry partners, neighbouring authorities and the Government to identify the financial and economic case for expansion proposals, as well as their technical and operational feasibility.

Strategy

6.151 The rail strategy is in development, with two key aims – to enhance services and the extent of the network.

6.152 As part of the strategy there will be focus on the city centre to see to what extent rail improvements can assist the wider issues, concerning congestion, air quality, key regeneration schemes and the demands associated with Capital of Culture. Liverpool Central station remains programmed as a 'major scheme', depending on the outcomes of the Regional Funding Allocation deliberations.

6.153 The partners' commitment to the Olive Mount Chord,a freight scheme offering wider passenger capacity benefits on the congested approaches to Liverpool Lime Street station, is also reflected in a financial allocation in 2006/07, as match against other funding sources.

6.154 Work is under way towards the adoption of Full Local Decision Making of the Merseyrail Electrics network, which will bring the infrastructure as well as the train services within Merseytravel's responsibility.

6.155 The broad strategic direction set for the rail components of *TransportPlus* are set out as follows:

Enhancement Programme

6.156 To meet our objectives and to overcome the problems with capacity that are anticipated to occur on the Merseyrail network in future years, a programme for the enhancement of the established Merseyrail passenger network has been established, as well as measures to support growth in the use of rail freight within Merseyside.

6.157 The programme has five priorities:
- **Maintain the attractiveness of the current Merseyrail Electrics Network:** already the Merseyrail Electrics network carries significant numbers of commuters, shoppers and other visitors to and from Liverpool City Centre and other destinations. Economic growth and regeneration in the City Centre is projected to lead to increased demand for travel. Our Strategy has identified the need to grow public transport use and mode share if its overall objectives are to be met. Merseyrail Electrics offers a sustainable and economic way to cater for much of this additional demand, but to reach its potential there is a need to ensure that the already good punctuality and reliability is maintained and that on-train overcrowding does not deter use. Timely maintenance of the network is essential to achieve this.

- **City Line Enhancements:** the strongest growth in Merseyrail demand in the first LTP period has occurred on the City Line. Strong growth in demand is also projected in the LTP2 period, with the corridor served by the City Line one of the most important areas for residential development in the County. Already the City Line experiences peak hour on-train over-crowding. Also compared with elsewhere on the Merseyrail network, it is relatively poorly provided with park and ride spaces and a number of stations could benefit from enhancement.

- **The four Liverpool City Centre stations'** importance in providing access to the City Centre, and in the case of Lime Street to Merseyside as a whole will increase. There is a need to ensure that the capacity at these stations is adequate for current and projected demand. In this respect capacity at Liverpool Central is a particular concern, amplified by its proximity to the Liverpool One retail development. Also the City Centre stations provide interchange points to the rest of the public transport network and, notably in the case of Lime Street, we have identified the need for it to offer the facilities and ambience expected of one of the most significant public transport gateways to the Merseyside conurbation.

- **Park and Ride** is an important access mode to the Merseyrail network: Already there are over 3,200 park and ride spaces at Merseyrail stations, but capacity is limited and often spaces are not available after the morning peak period. To facilitate growth in rail demand and the benefits that will bring, additional park and ride spaces will be provided.

- **Further station enhancement:** Merseytravel, with its industry partners, has been promoting the attractiveness of the rail network by upgrading and enhancing facilities at stations. To promote rail as an alternative to car use and maintain and grow Merseyrail demand, further enhancements will be required.

Running through these five themes is recognition of the need to ensure the most effective, efficient and economic use of the available resources. For this reason Merseytravel is promoting Full Local Decision Making (FLDM) for the Merseyrail Electrics network. Merseytravel will also engage fully with private-sector partners seeking to develop appropriate proposals that supplement the local rail network and that provide enhanced access to key economic growth areas across Merseyside.

Five Year Programme

Merseyrail Electrics
• Support network enhancement and renewal to maintain the punctuality and reliability of the Merseyrail Electrics network.
• Work with the Merseyrail Electrics operator to ensure best use of available rolling stock and its timetabling to minimise on-train over-crowding.
• Pursue Full Local Decision Making in respect of localised control of rail infrastructure on the Merseyrail Electrics network.

City Line
• Work with the Northern Franchise and Network Rail to enhance further the punctuality and reliability of the City Line services.
• Work with the Northern Franchise and Department for Transport to secure additional rolling stock for City Line services and thereby address peak hour on-train overcrowding and facilitate future growth.
• With Network Rail and its local authority partners, Merseytravel will work to promote rail station enhancement and provision of additional park and ride spaces.
• Recognising the maximum benefit and the highest growth will be secured by integrating the provision of additional capacity, station enhancement and additional park and ride provision, with its partners Merseytravel will develop an integrated strategy and implementation plan for the development of the City Line.

City Centre Stations
• With industry partners develop and implement proposals to enhance facilities at Liverpool Central station. These will be implemented in advance of the European Capital of Culture in 2008 and the opening of the Liverpool One development.
• With industry partners and Liverpool City Council, develop and implement proposals to enhance interchange between bus and rail at James Street station.
• With industry partners, Liverpool City Council, Liverpool Vision and English Partnerships continue to develop and then implement the Lime Street Gateway proposals, which will enhance access to and from the station as well as improve passenger facilities.

- In addition to the proposed permanent parking spaces, it is very likely that a number of short-term temporary spaces will also be necessary to support initiatives such as 2008 European City of Culture events. It is likely that these sites will utilise available land which is next to bus routes and thus be bus-based Park and Ride facilities. The proposed car parks may be reclaimed temporary sites (available for the short term whilst planning proposals are being formulated); or be where the primary day time parking occurs outside the times for events (eg events during the evening or on weekends) thus allowing sites to be used for Park and Ride purposes.

Stations
- Merseytravel will continue its programme of improving facilities at stations. Such improvements will include real time information and improved passenger facilities, as well as the provision of step-free access. Within the constraints imposed by available budgets, improvements will be targeted at stations with the greatest throughput, to allow the largest number of passengers to benefit.

Merseyrail-Wide

In addition across the Merseyrail network, Merseytravel will:
- Integrate its investment in the Merseyrail network with its programmes to improve passenger information before and during their journeys. We will target investment in public transport interchanges by linking with the bus strategy. Also developments of the rail network will be integrated with Merseytravel's Information and marketing strategy and its smarter choices.
- Promote further improvements to passenger and staff security.
- work with neighbouring authorities to extend the geographic scope of Merseytravel's multi-trip rail tickets.
- Continue with revenue protection initiatives which have successfully reduced the levels of ticketless travel.

Map 6.1 Longer Term Strategy for the development of rail

Freight

6.158 Merseytravel will work with its local authority and industry partners to secure the restoration of the Oliver Mount Chord. This will increase rail freight capacity to Liverpool Port and so facilitate further growth.

Mersey Ferries

6.159 During the LTP 1 period there has been significant investment in Mersey Ferries through:
   (i)   The completion of the programme to refurbish the 3 vessels.
   (ii) The construction and opening of a major new visitor attraction, Spaceport at Seacombe.
   (iii) The redevelopment of Seacombe terminal, and provision of a bus/ferry interchange and extension of the Park and Ride facilities.
   (iv) Actions to make the facilities (terminals and vessels) fully accessible.
   (v)   Environmental improvements, achieving ISO 15001.

6.160 We will further develop the cross river commuter market through marketing and service enhancements.

6.161 In addition Mersey Ferries will seek to support regeneration through developing its tourism and leisure products. The key to this will be the construction of a major new ferry terminal at Liverpool Pier Head to compliment a new landing stage under development by Mersey Docks and Harbour Company. Woodside terminal will be further developed to compliment the adjoining regeneration based upon the Woodside Masterplan.

6.162 There will be an ongoing programme to improve the level, quality and coverage of provision of passenger information and a programme of works to maintain the refurbished and developed assets.

6.163 In parallel with improvements to the physical assets of Mersey Ferries there will be and extensive programme of employee development to ensure the service is delivered to a consistently high standard.

Park & Ride

6.164 Park & Ride facilities are considered to be a key element of our strategy as they will complement the aims of the City Centre Parking Strategy in particular. However, Park & Ride facilities cannot be considered in a piecemeal manner and must form part of the wider *TransportPlus* offer. To ensure that the benefits of Park & Ride are maximised, a comprehensive strategy is being developed. This examines the demand for Park & Ride at a Merseyside-wide level and also considers local impacts and the fit with land use development proposals. The strategy also examines the availability of appropriate sites adjacent to key public transport corridors. The strategy will define a coherent investment programme linked to wider TransportPlus investment measures.

6.165 In the early years of the programme there will be a dual focus on the continued expansion of Park & Ride facilities at Merseyrail stations, and the consideration of the scope for introducing bus-based Park & Ride facilities on key radial routes particularly in relation to the planning for the European Capital of Culture events in 2008. This review will also encompass facilities for coaches.

6.166 Where it can be shown to provide value for money, Merseytravel will expand the provision of park and ride on the Merseyrail network. A number of stations are being investigated for provision of additional park and ride spaces.

6.167 The use made of Park and Ride facilities located alongside the Merseyside local rail stations have increased significantly over the last 12 months. Merseytravel recognise the potential use of Park and Ride in the future, but also recognise the limitations of capacity of the onward mode, particularly on certain rail lines. Nevertheless, during the life of the next LTP it is proposed to provide a further 2,000 spaces. These are principally proposed at rail stations, with the exception of those to be provided as part of the Eastern Park and Ride scheme in Southport (900 spaces) for delivery during 2007/08.

Interchange

6.168 The ease with which passengers can get around the Merseyside public transport network is often determined by the need to interchange between services (bus-bus, rail-bus, ferry-bus etc.). As part of the *TransportPlus* programme a review of key interchange points will be undertaken and where required, improvement measures will be introduced. These measures in turn must fit with our wider objectives.

6.169 For example, bus-bus interchange facilities are likely to be considered within the Liverpool HMRI areas where radial bus routes cross the 26/27 orbital bus route that runs through the inner city (HMRI) areas of the City and where orbital routes serving Queens Drive meet with radial routes to and from Liverpool city centre. Such interchange proposals will be integrated with local safety, walking and cycling improvements being led by the local highway authorities. With a comprehensive bus network and rail system it is vital that services are integrated to exploit this opportunity and ensure bus services link sensibly with rail to maximise use of the existing assets

Measuring performance

We will measure the success of TransportPlus by:-
• Increasing bus patronage by 1% over the next five years.
• Increasing rail patronage by 7.9% per year over the next five years.
• Increasing the use of Park and Ride by 35%.
• Ensuring 90% of bus services operate to agreed punctuality levels.
• Achieve 65% satisfaction rating for local bus services.
• 95% of rural households to be within 400 metres of an hourly bus service.
• 15 rail stations upgraded to provide better facilities and security.
• 5 rail stations to be upgraded to provide step free access.

We will also monitor:-
• The extent of the bus fleet operated to Euro standards.
• The cost of public transport fares in relation to the RPI.
• The proportion of people discouraged from using public transport because of fears for personal safety.

The Role of Taxis

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

Current Usage in Merseyside

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

Figure 6.5: Local Authority Taxi Statistics

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

Source: Taxi usage in Liverpool LCC

6.172 Elsewhere there has been a rapid increase in hackney vehicles in the Wirral since the recent removal of the hackney limit, and clear evidence of severe over-ranking has been quoted.

6.173 The remaining neighbouring authorities retain their limit on licences although all Merseyside authorities are either in the process of undertaking a study (Knowsley and St Helens), or considering one (Sefton, where they have court backing for a five year regular review).

6.174 Within the City, whilst a large number of the ranks are in the City Centre, there are also a high number in suburban centres, together with a large rank at Liverpool Airport. In addition, several supermarkets provide private ranks for hackney carriages. Hackney vehicles are active at many of these ranks, including all supermarket locations and many of the suburban shopping centres.

Frequency of Taxi Use

6.175 Research conducted by the City Council suggests that , 29% of respondents used a taxi "almost daily", and a further 23% used one more than once a week. The total number of taxi trips per week per person from those interviewed is 3.52. This is a high value compared to other areas.

Integration with Other Modes

6.176 The competitiveness of bus/rail fares is eroded rapidly by the sharing of a fare between up to five people in a hackney carriage.

6.177 However, Merseytravel ensure that all new schemes include explicit thought towards taxi provision; taxis are well linked to the rail service in the area. Hackney carriages also provide a high level of service to customers at John Lennon Airport, and the National Express coach station sees a moderate service by hackney carriages.

6.178 Apart from Lime Street station, signing to ranks is not particularly good. Some Merseytravel maps do mark taxi ranks, but such provision is not consistent across all the maps. However, the effect of poor signing is remediated by the high visibility of the hackney carriage fleet.

Other Issues

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

Developing a Strategy

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

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

6.182 Initially there was resistance to training on the group from the drivers but working with the T&G Education department we have now trained 11 drivers on a five day learning representative course. They are part of the pilot group for the VRQ. We are also working to get consensus from the licensing officers to agree one way forward. A bid has been made to the national LSC (through the auspices of union learning fund) for a support worker to co-ordinate taxi/transport provision and we are hopeful we should receive funding. We are also working closely with the Capital of Culture company on developing/delivering '08' welcome programme that will include taxi drivers. Other issues being persued include:
- Driver and passenger security and safety.
- Higher environmental vehicle standards. Continuing investment in the Hackney trade will see continued improvements particularly in the light of the requirements of the DDA.

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

5 Year Programme

- As part of the MBS we will investigate more use of taxis to link with other demand responsive modes as part of the development of the DRT. **(See also Bus Strategy and Chapter 9)**.
- Within three years provide a more robust monitoring regime to shape future policy.
- Provide assistance to other modes such as night buses when there is a clear objective to clear the city and town centre as safely as possible, and in order to progress this effectively the proposals are integrated within TravelSafe.
- The Merseyside Taxi Training Scheme (MTTS) is being developed and will focus on Customer care and DDA issues. Funding will be sought from a wide range of agencies including operators the licensing authorities and a range of government packages and skill development organisations.
- The importance of a high quality taxi provision will be recognised by the provision of improved taxi ranks, new information provision and better integration with the public transport network. This will be particularly important at key locations such as the Airport, Lime Street Station, City Centre, John Lennon Airport and other key destinations.
- Ensure that measures are put in place by 2008 to support Capital of Culture through programmes such as the City Centre Movement Strategy (**see Chapter 7**).

Measuring Performance

- Use of taxis as measured by the countywide survey and TravelWise tracking surveys.

Addressing the Shared Priorities

The role of taxis, integrated within the single integrated public transport network is important:
- They can reduce congestion by offering realistic alternatives to the car.
- Better vehicle standards will reduce emissions and improve air quality.
- They will be an important element in opening up new journey opportunities identified through the accessibility planning process.
- A high quality fleet can help to reduce road accidents particularly for leisure time activities in the evening and at night.

Best Practice - Merseylearn: Providing the skills for a high quality public transport service

In April 2003 Merseytravel launched a new learning and development strategy based on the principle of "equal access for all". The new strategy aimed to create a development and learning culture where staff, at all levels, would be encouraged, and given access to learn and improve their skills.

The partnership approach adopted led to the creation of the Merseylearn project, a partnership between Merseytravel and the Trade Unions, funded by a variety of funding streams including the union learning fund, DTL Partnership At Work fund and Merseytravel itself.

As part of the project three learning centres were opened in June 2004. The Centres have been designed to help to overcome barriers to learning that staff within the workforce faced. They are used to meet both vocational work related learning and employees' own personal development needs.

Based on its successes to date Merseytravel is committed to Merseylearn, working with its existing partners and Go Skills the sector skills council for Passenger Transport, taking the learning agenda forward to the wider transport sector within the Merseyside area.

It is anticipated that this will include:-
• coordinating a Merseyside wide taxi driver qualification based programme;
• supporting bus companies in meeting the requirement of the EU directive for driver training;
• making the Merseylearn service available to Merseyrail Electrics staff; and
• co-coordinating the Capital of Culture's "Liverpool Welcome for 2008" for transport employees.

Coach Management

City Centre

6.184   Coach parking will be a crucial element in support of the Merseyside Tourism Strategy, and will be particularly important for the Capital of Culture in 2008, and for major one off events such as the Open Golf Championships in 2006 and 2008.

Chapter 6

6.185 The Coach Parking/Management Strategy is developed within the context of the City Centre Movement Strategy (CCMS) and addresses the issues of coach parking, coach drop-off/pick-up facilities and information management. Increased demand due to European Capital of Culture in 2008, and particular developments, including Kings Dock and a new Cruise Liner terminal, were taken into account.

6.186 Based on present day requirements, and an analysis of future need, parking for up to 60 coaches is recommended to be operational by 2008, including up to 20 overnight spaces. This would compare well with comparable cities such as Manchester, which is presently served by 32 on-street bays, and a number of overnight bays, available through advanced booking.

6.187 From discussions with the Confederation of Passenger Transport (CPT), and other interested parties, as well as a detailed analysis of a successful coach management scheme in Southport, a number of recommendations are suggested for both attracting coaches to the City Centre and managing them more effectively.

6.188 **Parking**
A total of 60 coach parking spaces need to be found by 2008. The ideal solution is a dedicated site providing facilities as recommended by the CPT. If this is not possible due to constraints on land availability and/or cost, then a combination of on-street daytime parking and, for security, off-street overnight parking on secure private land should be provided.

6.189 **Drop-off/Pick-up**
A total of 22 coach bays covering the Waterfront, Cultural Quarter, Hope Street, Cavern Quarter and shopping areas are recommended. Venues attracting a sizable number of coaches should, in future, be required, through planning process, to have at least one coach bay in the vicinity of an appropriate entrance.

6.190 **Information**
Information on coach access and parking in the City Centre should be made available through leaflets and the web. A Coach Forum should be established to bring together the City Council, coach operators, the CPT and other interested parties. On a day to day basis coach access should be managed through employing Coach Hosts and by working with car parking attendants to support both coach drivers and passengers.

6.191 Work on identifying options for both coach parking and coach drop-off/pick-up is currently underway prior to formal approval and implementation. Appendix Twelve contains full details.

Southport Coach Host Scheme

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

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

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

5 Year Programme

- Approve and implement the City Centre Coach Parking Strategy.
- Ensure key elements are in place for Capital of Culture in 2008.
- Ensure appropriate integration with Mersey Partnership and other bodies to support culture and tourism.
- In Southport, at the secure coach park further facilities are planned including cleaning and sanitation facilities along with enhanced security ie upgraded lighting and CCTV.

Measuring Performance

- We will ensure effective Coach Management in support of the Tourism and Culture strategy is monitored through the revised LTP monitoring regime.

Addressing The Shared Priorities

- Increased coaching to the City and other centres and to special events will reduce the levels of car journeys.
- This will reduce vehicle emissions.
- Coaches can provide increased accessibility to leisure activities.
- They can assist with road safety by being operated to a high standard and reducing individual car trips.

Active Travel - Cycling and Walking

6.195   Walking and cycling are essential in delivering our objectives for the Local Transport Plan and the shared priorities.

6.196   More walking and cycling will be achieved through better environments, reduced traffic speeds in certain areas, better training, information and marketing. Through these we have the potential to create high quality, liveable, sustainable communities, which focus on providing people's needs locally, and to create pleasant neighbourhoods where it is safe and attractive to walk, cycle and to play in the streets. There are opportunities to link with major new programmes such as the New Heartlands HMRI (**This is discussed in Chapter 9**) and other new developments, and to improve access and transport for disabled people in the community and to support Merseyside's Accessibility Strategy.

6.197   In order to achieve this, we are delivering a new programme for 'active' travel, backed by the enhanced informed choices programme provided through TravelWise to market and enable increases in these modes. This will improve quality of life, contribute to better health, improved accessibility and reduce traffic related pollution and congestion. This enhanced package is reflected by the new Merseyside Cycling Strategy, Draft Pedestrian Strategy and new implementation plans for active travel adopted by the partner authorities.

Assessing the needs of pedestrians

6.198   Almost without exception, walking will feature as part of any trip (In this sense, this includes wheelchair use). A pedestrian strategy is therefore critical to any transport plan, but is often neglected. Because of this all-embracing nature, all parts of a transport plan will have an impact on the pedestrian. In summary this will include:-

6.199   (1) The walk and wait, to and from the public transport network, or car park location, and destination at journeys end; it is therefore essential that the following are addressed:-
            (a) a safe and secure environment
            (b) clear directional signing
            (c) well maintained footways and paths
            (d) walking environments as far as possible clear of unnecessary clutter or obstruction; and
            (e) a pleasant and pleasing public realm

6.200   A particular concern is the increasing obstruction of footways and paths by motor vehicles largely as a result of increasing demand for parking space. This has clear safety implications, particularly for vulnerable users such as wheelchair users, blind persons and people with buggies. Acting on the issue will be an urgent consideration over the lifetime of this LTP.

6.201   (2) For journeys for work, education and leisure made entirely on foot, besides the issues listed above considerations here include:-
            (a) maintenance and development of public rights of way.
            (b) particular safety concerns such as road speed and pedestrian crossings; and
            (c) air and noise quality.

6.202   (3) Unfettered access, and safe, and pleasant conditions for pedestrians are essential elements of our commitment to equality of travel opportunity for all. For many walking represents the cheapest form of transport to access essential services and opportunities. In too many cases, buildings housing these services are constructed without due regard to people accessing them on foot. Entrances and exits are dangerous and unpleasant places, with pedestrians often playing second place to people coming by car or other motorised transport. This will also form a priority for action by working with developers and others using good design principles and requirements with the proposed SPD.

6.203   (4) Finally encouraging greater levels of walking is an essential element in the Choosing Health agenda. This will be undermined by poor pedestrian facilities.

6.204   The revised pedestrian strategy is designed to address all these issues and provide the framework necessary to ensure a safe pedestrian environment.

6.205   The term pedestrian will be used to reflect the strategy's role in supporting the whole community which is to provide;

6.206   *"a safe, accessible, secure and clean local pedestrian network which can be enjoyed by the whole community, providing easy access to employment, health, educational and social opportunities across Merseyside, where appropriate through quality links to the public transport network".* **This is set out in Appendix Ten**.

Cycling

6.207   We recognise that an even more comprehensive shift in the partners' approach to cycling is required to integrate high quality infrastructure design into the network, and manage information, training and marketing effectively.

6.208   Cycling could play a greatly increased role for the journey to work, contributing to congestion, accessibility, air quality and safety aims. Increasing cycling will contribute to improved accessibility, to reduced congestion and healthier lifestyles by facilitating short trips such as local visits and the journey to school. **(The school run is described in Chapter 7**). We address priority areas for cycling, seeking to maximise potential in areas where cycling activity is higher and where links to key sites can be enhanced and marketed effectively.

6.209   Merseyside has excellent provision for integration of cycle trips with public transport. Cycles are carried without charge at all times on the Merseyrail and City Line network and on Mersey Ferries. Cycle parking has been installed at the majority of stations and ferry terminals and enhancements to these and facilities and marketing of them will be used to maximise the potential for cycle and public transport combination trips.

6.210   It is recognised that a barrier to increasing cycle usage is fear of using the highway. Consequently, providing a consistent high quality of training is a priority; we are establishing a ground breaking joint venture, the Merseyside Cycle Training, and Promotion Service, to deliver National Standard Cycle Training and potentially a wide range of promotional initiatives. The establishment of this service in January 2006 will ensure a sustainable initiative that contributes to the wider Road Safety, regeneration, health and social objectives of our plan. This innovative approach will be an important element of the strategy to ensure cycling becomes a respected mode of transport.

Best Practice – Merseyside Cycle Training and Promotion Service

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

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

6.211   To build on these existing initiatives we have finalised our cycling strategy. This is described in **Appendix Four**.

6.212   The aim of the Merseyside Cycling strategy is to:
'promote and increase cycle use throughout Merseyside, by highlighting the benefits of cycling as a healthy sustainable mode of transport and through the development of infrastructure which is safe, convenient, efficient and attractive for cyclists'.

6.213   The strategy examines the benefits of cycling, which include health, the environment, social and economic. The strategy outlines key areas for improvement and sets targets and outlines an action plan in order to meet the targets set. The headline target for increasing cycling has been reviewed and stands at 10%. Other targets have been set for increasing cycle parking, implementing cycle audit and delivery of the cycle network.

6.214 In terms of areas for improvements the strategy outlines the following:
- Designing for cyclists – including cycle review and audit;
- Physical environment, facilities and enforcement – including the cycle network, parking facilities, maintenance and integration with public transport, particularly making the most of bike rail combinations.
- Promotion – using the TravelWise smarter choices programme to market the benefits of cycling to appropriate audiences and to provide attractive information.
- Safety and training.

6.215 The strategy also identifies the need for a clear monitoring framework, which we are now introducing with a new regime combining automatic and manual counts.

6.216 Our emphasis on active travel supports the objective to ensure transport supports making Merseyside a healthier community and is a key element in strategies to address activity and obesity in all the PCT areas. A joint action plan is being developed with the health sector designed to closely link the 'Choosing Health' agenda and local physical activity targets with transport. The link with our communications strategy ensures that these agendas are closely integrated to maximise impact and effectiveness.

6.217 The Cycle Strategy, Pedestrian Strategy and Active Travel Implementation Plans, have set out a policy framework, infrastructure improvement and integration programme and marketing strategy which, in the context of stronger demand management measures, and the speed management strategy will increase trips made by both modes.

5 Year Programme

In order to improve the cycling environment and increase pedestrian activity
we will:-
• Implement the Merseyside Cycling Strategy by promoting:-
  > Launch and expansion of the new Merseyside Cycle Training and
    Promotion Service, ensuring a comprehensive National Standards Training
    package is on offer to support increases in cycling and Road Safety.
  > New Cycle Route - an extension to Regional Route 81. A new cycle link
    connecting Liverpool City Centre with the Liverpool & Leeds Canal and
    the Coastal Path in Sefton.
  > New Cycle Route – St Helens part of Regional Route 82 linking Widnes
    and Wigan through local centres.
• Adopt and implement the Merseyside Pedestrian Strategy.
  > Upgrades to Liverpool City Centre pedestrian environment through CCMS
    to ensure a fully accessible, Disability Discrimination Act compliant area
    in time for 2008 (**see Chapter 7**).
  > Implement a programme to discourage car parking on footways.
  > Ensure the pedestrian environment complies with the requirement of the
    DDA.
  > Integrate the Pedestrian strategy and Public Rights of Way processes
    including involvement of the Local Access Forum and linking the
    Merseyside Rights of Way and permissive paths networks.
• Develop integrated active travel implementation plans focusing on
  providing links to places of work, education and health care, particularly in
  support of school and other travel plans, and joining up walking and
  cycling provision with other programmes such as road safety and TravelSafe
  by:
  > Implementation of cycle routes linking to sites of education,
    employment, health and district centres and building intensive cycle
    provision, enabling and marketing initiatives in key areas (for example,
    where an increase in cycling can be readily fostered).
  > Improved walking and cycling facilities at and links to public transport
    and interchanges.
  > Improved integration of programmed works to include cycle and
    pedestrian audit and good design for cycling and pedestrians in all
    schemes, for example safety schemes and bus lanes.
  > Improved use of the planning process to ensure good cycle and
    pedestrian access and facilities at new developments, supported by the
    Merseyside SPD.

- A programme of access audits, prioritising district centres and health sites in the first instance, implementing improvements through the implementation plans and then auditing other key points such as public transport hubs.
- Improving the monitoring regimes for both walk and cycle with a network of automatic cycle counts in place in early 2006 and increased attention on pedestrian activity through other traffic counts under review already.
- Build and deliver joint programmes of action with the health sector to address common goals.
- Linking these delivery programmes to the Smarter Choices initiative and ensuring effective marketing. This will include production of a family of walking and cycling maps covering the Merseyside area.

Measuring Performance

- 10% increase in cycling

We will also measure our progress through:-
- Continuous monitoring of the needs of pedestrians and cyclists.
- Taking account of other targets set for the programme including accessibility, TravelSafe, road safety and footway conditions.

Addressing the Shared Priorities

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

Rights of Way

6.218   Improvements to local rights of way (as defined in section 60(5) of the Countryside and Rights of Way Act 2000) links with cycling and walking and has the potential to contribute in a number of ways to the key objectives of the LTP. In particular an improved network of Rights of Way, by encouraging walking and cycling. Rights of Way can also contribute to many aspects of quality of life issues, including the use for recreational purposes, and to the health of those who use them. There are clear links with smart choices, and our active travel progress cycling and walking.

We also intend to link our work with Rights of Way with issues concerning the areas bridleways and to ensure that we provide for horse riding wherever possible. On Wirral for example there has been provision for equestrians within the improvements to the Wirral Way.

6.219   The importance attached to this issue across Merseyside is reflected in the jointly funded appointment of a Rights of Way Improvement Plan Officer to be responsible for the contribution of the programme outlined above and carry forward our ROWIP which is detailed below.

The proposed timetable for the ROWIP is as follows:

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

6.220   The highway authorities will continue to carry out their statutory duties in respect of local rights of way:

- Maintain those rights of way that are highways maintainable at public expense.
- Ensure that as far as practicable, the rights of way are not obstructed.
- Signpost and waymark the rights of way to indicate their routes to the public.
- Record on definitive maps and statements those rights of way eligible to be so recorded.

6.221   In addition, we will seek to make improvements to the network of local rights of way. The location and nature of the improvements will be guided by the outcome of the assessments to be undertaken as part of the process of preparing the Rights of Way Improvement plan, and also by the priorities of the LTP.

Best Practice: Wirral Way Country Park

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

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

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

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

Network improvements

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

Information Improvements

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

5 Year Programme

Clearly rights of way are an important element of our approach to active travel and support for the health agenda. We all progressively integrate this approach over the lifetime of the plan. We will pay particular attention to the needs of disabled people and ensuring a safe environment.

Measuring Performance

We will ensure that targets set elsewhere for the programme, such as increased physical activity, and cycling, reflect our approach to Rights of Way and ensure the RoWIP provides the supporting framework from 2008 onwards.

Addressing the Shared Priorities

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

Well maintained and clearly signed rights of way within the context of our pedestrian strategy will:-
• Help reduce congestion by encouraging short trips to be made by walking or cycling.
• By discouraging short trips, assist with localised air and noise quality by reducing car usage.
• Be an essential element of the Access Strategy by creating safe walking routes to key services and facilities.
• Through good design, maintenance and signage be an important element to address road safety.

Part Three Better Management

Land Use and Locational Choice: Developing the Merseyside Supplementary Planning Document for Transport

6.224 Well integrated land use and transport provision can assist our commitment to equality of travel opportunity and many priority areas. It can make it easier for people to access opportunities, and can reduce the need to travel.   Policies in the Local Development Documents will form the principle means by which the demand for travel will be reduced, structuring the location and type of development, favouring mixed uses, brownfield sites, and locations with good public transport access. These policies will be supported by the Merseyside Supplementary Planning Document 'Ensuring Travel Choice' (SPD) which will ensure developments are accessible by a choice of all modes and encourage sustainable travel to new developments. The SPD will provide the detailed guidance with regard to using planning obligations and Travel Plans to locate developments in accessible locations and secure more sustainable travel to them. The Merseyside SPD is a critical element of this Plan. The draft SPD is attached as Appendix Three.

Present Situation

6.225 At the present time the Local Planning Authorities (LPAs) assess and determine planning applications. Matters regarding transportation are considered by the Highways Authority Development Control Officers, Merseytravel comments on applications with transport implications and participates in planning meetings when possible but is not a statutory consultee on planning applications, and consequently there is no requirement to act on these comments. Pre-application meetings are usually held with the LPA, and occasionally other partners may be included.

6.226 The planning system is used to bring about improvements for transport and access through use of conditions on applications or through section 106 agreements. These may include travel plans, bus services or alterations to infrastructure to facilitate improvements for sustainable transport access. However, the application of planning guidance, standards, conditions and requirements is applied inconsistently across Merseyside leading to missed opportunities to improve transport access. Fewer than 20, successful and substantive section 106 agreement have been entered into during the first LTP period.

6.227   In addition, the monitoring and enforcement of planning conditions and agreements is insufficient to provide appropriate weight to the system. Travel Plans are monitored through the TravelWise programme with enforcement support sought from LPAs when difficulties are encountered. Currently no penalties are being used to enforce conditions. Section 106 planning agreements are monitored to some extent; however an increased use of the system is already identifying difficulties in ensuring agreements are delivered appropriately and in a timely fashion.

Proposed SPD

6.228   The development of a Merseyside transport SPD and access aims to set out clear and consistent standards for LPAs and developers to ensure that a transparent, fair and clearly understood system is in place to improve the integration of land use planning and transport and to ensure that new developments promote good access by all modes of transport and encourage sustainable travel. In developing the SPD, the changing framework for planning is being taken into account.

6.229   The aim of the Supplementary Planning Document (SPD) is to ensure that sustainable transport issues receive greater significance in the consideration of planning applications. It also seeks to secure a consistent approach across Merseyside by, for example, ensuring that new housing developments adequately cater for and support new bus routes, subsidised bus services where necessary, incorporate new cycle routes and parking facilities and cater for pedestrians.

6.230   Given that no statutory sub-regional planning authority exists for Merseyside, the intention is that each Local Planning Authority (LPA) will adopt the Merseyside SPD separately. While, the content and standards of the SPD will remain the same for all each LPA, the SPD will be tailored to reflect local policy framework.

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

6.232   The SPD will attempt to ensure that the same development standards are applied across Merseyside. The more rigorous standards will help to manage public and private parking stock, encourage alternative travel and in doing so help to reduce congestion. However we recognise that although the aim is a consistent framework for assessing accessibility across Merseyside, the SPDs cannot be adopted simultaneously. Supplementary Planning Documents are also subject to both public consultation and sustainability appraisal, which may lead to slight variations in the documents' contents across Merseyside.

6.233   Best practice has been examined on the use of planning obligations on a formulaic basis. Nottinghamshire CC, for example, use a corridor-type approach to determine Section 106 contributions. However, the use of rigid formulae is not considered to be a particularly helpful approach for Merseyside. This is because it would complicate the guidance and also because arbitrary and unnecessarily onerous requirements could thwart development in some areas.

6.234   The Merseyside-wide SPD will seek to set more detailed standards, based on a two-tiered approach, with Liverpool City Centre and District Centres at the top (most restrictive standards) and elsewhere in the region below that. Crucially, this approach will ensure that the parking standards have SPD status, and thus be a relevant material planning consideration.

6.235   A draft SPD underpinned by accessibility mapping for each district is now being tested and it is hoped that the SPD can be used by each district from 2007.

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

Measuring Performance

- By 2011, 95% of all Merseyside developments will be subject to the approval of the SPD. Our stretching aim is to have 100% of development checked.
- We will develop monitoring practices to allow checks on implementation and are looking at software packages in development in London Authorities as a possible approach.

Addressing the Shared Priorities

The introduction of an SPD will assist with the shared priorities:
(i)   It will provide better links with the public transport network and reduce journey length. Car parking standards will limit car use associated with new development;
(ii)   Limiting car use will reduce emissions and help air quality.
(iii) It will enhance accessibility by providing better links to the public transport network and increase access to jobs and services for non car owners;
(iv)   By reducing community severance will help to reduce the risk of road accidents.

The Highway Network

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

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

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

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

6. 241   The Road User Hierarchy (RUH) and Road Mode Hierarchy (RMH), allows a clear definition of the priority given to each user at any point on the network, allowing proper investment and maintenance to be targeted to greatest effect. Map 6.3 shows the Merseyside RMH.

6.242   The Road User Hierarchy for the plan is defined in terms of priority as follows:
(i)   Pedestrians;
(ii) Cyclists;
(iii) Public transport passengers; and
(iv) Other motorised vehicle users.

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

6.244   The Road Mode Hierarchy for the plan is defined as follows:
(i)   Strategic Routes with priority for freight movement;
(ii) Strategic Routes with priority for public transport;
(iii) Strategic Routes with priority for motorised traffic generally;
(iv) Local Distributor Roads; and
(v) Local Streets.

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

6.246   On Local Streets (including residential, service and pedestrianised) pedestrians receive the highest priority, followed by cyclists. Further prioritisation will depend on the circumstances of the individual streets, such as whether or not it is used by public transport, service vehicles or taxis. This may take the form of decisions on surface treatments for example. District centres are treated in a similar fashion to Local Access roads with walking, public transport and cycling receiving the top priority.

6.247   We also intend to develop the lessons learned from the successful completion of the Renshaw Street scheme in Liverpool City Centre, as part of the DfTs Mixed Priority route (MPR) Initiative.

6.248   The integration and application of a road user and road mode hierarchy support the Merseyside Bus Strategy, the freight strategy, the cycling and pedestrian strategies and meeting the needs of disabled people. The role of the Traffic Managers exercising the network management duty is clearly a critical factor in managing the effective use of our highways and in delivering our longer term strategies of managing for growth and providing for efficient movement of people and goods.

6.249   This links to our approach for traffic sensitive streets,adapted as part of our NMD and described more fully in Appendix Eleven.

Map 6.3: The Merseyside Road Hierarchy

Network Management

6.250   The Traffic Management Act 2004 (TMA) provides the basis for better conditions for all road users through the co-ordinated and proactive management of the national and local road networks.

6.251   We support the aims of the Traffic Management Act and the implementation of Network Management Duty (NMD). Good progress has been made in establishing the structure and implementing a framework for NMD in Merseyside. Most particularly 'each authority now has a Traffic Manager and a Merseyside Managers Group exists with agreed terms of reference and effective liaison with the Highways Agency and neighbouring authorities has been established.

6.252 This will deliver improvements across a number of priority areas, by building on existing effective working arrangements with, Merseytravel, public transport and freight operators, and the Police. **A more detailed explanation of how the partners are working to meet the NMD is contained in Appendix Eleven. This also includes contact details for each of the Traffic managers.**

6.253 The approach is summarised in Figure 6.6 'and shows the role of the Traffic Managers in carrying out the NMD through the integrated corridor management approach embracing our main priorities. This was introduced in Part Two as part of our description of the Merseyside Bus Strategy (MBS). The approach will operate at a strategic and local level. The main areas are summarised below:

(i) It will play an important role in our management of the highway network and our approach to addressing the impacts of traffic congestion. It will be linked to our agreed Congestion Monitoring Corridors, and will be critical in ensuring the effective operation of the freight network

(ii) We are also ensuring that it is a major contributor to the delivery of the Merseyside Bus Strategy (MBS), by providing the necessary conditions for efficient operation of the bus network, through the programme of bus priority measures including the possible introduction of red routes as well as the existing Punctuality Improvement Programme (PIP). **This is described in greater detail later and in Chapter 7 and the Merseyside Bus Strategy, attached in full as an Appendix to this Plan**.

(iii) NMD will be critical to a number of high profile events planned for Merseyside in the next five years; most notable of these is European Capital of Culture in 2008, but also major events such as the opening of the Kings Arena and the two British Open Golf championships. **A full list of these planned events is provided in Chapter 4**.

(iv) Implementing the NMD through the integrated corridor management approach, will also allow increasing development, and improvement to a range of supporting measures, including our proposals, in tandem with the Highways Agency, for the implementation of a package of Intelligent Travel Systems (ITS) and a range of improvements to our existing UTMC arrangements.

(v) Integrated corridor management linked to improved ITS and UTMC, will greatly help other parts of the Plan; it will assist road safety, which in turn will improve the quality of the environment for cycling and walking and will greatly assist our commitment to improving the environment and particularly air quality.

(vi) Finally, embracing the NMD through integrated corridor management also allows other important elements of our integrated transport network to be implemented, including a more targeted approach to maintenance. We are also conscious to harness the capability of ITS and UTMC to provide robust information as part of our monitoring plan through the development of the UTMC databases.

Figure 6.6 Summary structure of the role of the Traffic Managers

Planning and Co-ordination

LTP: Efficient movement of people and goods

Network Management

Traffic Manager
Mission Statement
To work to reduce or prevent congestion and delay on the highway network and secure the expeditions movement of traffic

Traffic Management; UTC & Highway Maintainence TRO's/Abnormal Load signals/Closures/Temporary control of streetworks

Traffic Co-ordinators & Highway Inspectors

Streetworks

Streetscene Environment

Refuse collection and grass cutting/skips

Utilities
Bus operators
Internal council representatives

Parking Enforcement (in Districts with appropriate powers or in conjunction with Police

Urban Traffic Management (UTMC)

Emergency and Contingency Planning

Merseyside Traffic Managers Group
National & Northwest Traffic Control Centres

Key Stakeholders

Merseytravel
Mersey Tunnels/
Emergency Services
Merseyside Police
Highways Agency
Public Transport and freight operation
Neighbouring Authorities

Planning and Highway Development

Education
Road Safety
School Travel Plans

Major Events Co-ordination
Media/press
General public

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

Progress To Date

6.255 We have made good progress on the TMA and NMD. All authorities have formally nominated a Traffic Manager of sufficient seniority within each Council to champion the need to consider the duty in all areas of its work and to allow interventions in all aspects of highways management. Appendix Eleven gives full details of the Traffic Manager for each of the authorities and how they can be contacted. Figure 6.6 also gives an example of the relationships that exist with other service areas within one authority. Each authority will work in developing its own internal links based on this model to ensure that the requirements of the duty are not only understood by other departments, but also to ensure that other Council policies and objectives are given due consideration when responding to the duty.

6.256 For at least one of the partners, the Traffic Manager has overarching control over enforcement of the Highways Act, highways maintenance programmes and programme and project management of LTP initiatives that contribute to the delivery of the TMA. Hence the Manager is in a unique position to exercise significant influence and control over such interventions. It has been acknowledged in gaining formal approval by each authority to the nomination of their Traffic Manager that functions including Economic Development and Regeneration, Tourism and Leisure, as well as statutory responsibilities for safety and maintenance of the highway must be sustained and can bear upon the duty of network management. These matters are evidenced in reports approved by the relevant Councils and contained within Appendix Eleven.

6.257 We have started to assess the resource implications of responding appropriately to the requirements of the TMA and the NMD. In doing so, we have in some cases, already diverted revenue funding to resource new posts and procure operational support in the form of computer hardware and software (to provide improved recording and monitoring of works as also required under the New Roads and Street Works Act or NRSWA, for example). Alternatively, some partner authorities have through in-house restructuring, and the redistribution of functions, been able to divert resources to provide a clear focus for support staff within Highways Management teams. Here, the operational support has qualified and enthusiastic staff with wide ranging knowledge of the requirements of the TMA and experience gained through the NRSWA. Authorities are now making significant investments in training and information technology (IT) to aid delivery of the TMA and the NMD.

5 Year Programme – Network Management

- Implement the integrated corridor management approach to the freight and public transport networks.
- Integrate this approach with agreed DfT congestion monitoring.
- Review the network of traffic sensitive streets, so they remain appropriate for current condition.
- Review of the Best Value Performance Indicator (BVPI 100) that measures the number of days temporary traffic controls or road closures are in place on traffic sensitive streets, to ensure there is consistency amongst the partners in the way it is being measured and to see whether it is feasible to expand the monitoring of these controls and closures to include statutory undertakers works.
- Examine the potential for the establishment of a central recording point for all works on the highway network.
- Agreeing additional indicators that monitor the effectiveness of the highway – these could incorporate reduced delays at critical junctions or road works finished ahead of schedule, for example.
- Implement the provision of contingency plans for road traffic accidents on all high speed roads and/or the strategic highway network, incorporating emergency plans (access and egress points, traffic management proposals etc) and the provision of permanent diversion signs and storage cabinets for traffic management signs at key locations.
- Take forward the UTMC Business Plan.

6.258   **Intelligent Transport Systems (ITS)**

There have been a number of improvements to our ITS capacity through the life of the first LTP. There have been benefits to a variety of road users including people with disabilities, bus passengers and general vehicle drivers, through improvements ranging from the installation of more efficient pedestrian/cyclist crossing controls and more responsive traffic signal equipment (SVD – selective vehicle detection) to computerised traffic control systems to reduce congestion and traffic delays. In addition, installations of CCTV (close circuit television) cameras have facilitated increasing opportunities to oversee and monitor the transport networks, and aided more effective and efficient management of transport when and where necessary. A revised Business Plan for ITS and UTMC for the next five years has been developed; this is attached as Appendix Fourteen.

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

6.260   Several Merseyside Partners are currently introducing comprehensive variable message signing systems:

6.261   Wirral
   • Coastal protection
   • Cross dock traffic management

6.262   Merseytravel – Merseytunnels
   • Safety
   • Travel Information

6.263   Liverpool
   • Incident management
   • Travel Information

6.264   These systems are being introduced in an integrated manner which will enable signing strategies to be implemented seamlessly across Highway Authority boundaries.

6.265   Six projects are being examined:
   Project 1: Integrated Platform for Improved Network Management.
   Project 2: Car Park Guidance System.
   Project 3: Traffic and Travel Information Portal.
   Project 4: Journey Time and Congestion Monitoring.
   Project 5: Communications Infrastructure Rationalisation.
   Project 6: Integrated Corridor Traffic Management.

6.266   Project 1: Integrated Platform for Improved Network Management
   It is proposed to continue the development of interfaces between the existing Intelligent Transport Systems, roadworks databases and associated applications.

6.267   Project 2: Car Park Guidance System
   As a means of ensuring most efficient utilisation of car parks at minimal environmental cost, whilst enhancing driver convenience, a Car Park Guidance System (CPGS) is proposed to monitor availability of parking spaces in Liverpool city centre and direct traffic to car parks. Direction can be provided well in advance by linking the CPGS with the planned Strategic VMS.

6.268 Project 3: Traffic and Travel Information Portal
Whilst VMS and variable car park signs will display information at the road side, it is important that transport users have information prior to their journeys so that they can choose the time and mode of travel most convenient to them. A one-stop traffic and travel information web-based portal including information on public transport, traffic conditions, roadworks and car parks will meet this objective.

6.269 Project 4: Journey Time and Congestion Monitoring
The performance of the road network is an important aspect of monitoring strategies to reduce congestion. To obtain accurate estimates of congestion and journey times on key routes, we propose to make full use of information from Intelligent Transport Systems, including: UTC, ITIS, RTPI and ANPR. The information will also form an important input to the traffic and travel information portal.

6.270 Project 5: Communications Infrastructure Rationalisation
It is proposed to develop the existing communications infrastructure for use in support of the ITS networking requirements. This has the potential to significantly reduce ongoing communications costs.

6.271 Project 6: Integrated Corridor Traffic Management (ICTM)
In conjunction with the Highways Agency, an Integrated Corridor Traffic Management System is proposed for the region. ICTM will play a significant role in the management of long distance traffic heading to Liverpool air and sea ports and to events of national importance such as the annual Grand National at Aintree, British Open Golf Championship and Liverpool's European Capital of Culture year in 2008.

6.272 Project 2, will be implemented by 2008. Project 6, which is planned to link the Merseyside NMD with the HA core network management, is set out in Chapter 7. The remainder of the ITS projects are complimentary and will be developed during the LTP period. Funding will be considered from the block funding allocation or as part of an ongoing major scheme (**see Chapter 15**).

Addressing the Shared Priorities

Our approach to the road user hierarchy, network management and ITS development will assist the shared priorities by:
• Reducing the risk of congestion by maintaining the efficiency of the network.
• Keeping traffic moving will reduce emissions and help air quality.
• Improving accessibility by ensuring the bus network operates efficiently. and providing better environments for cyclists and pedestrians.
• Reducing the risk of accidents by operating the network efficiently and safely.

Smarter Choices - TravelWise

6.273 The DfT's Smarter Choices report states very clearly that interventions cannot work in isolation but must be part of a supportive policy framework. The Merseyside TravelWise initiative will continue in the coming years to ensure policy and delivery are mutually supportive in encouraging more sustainable transport use. The development of the Supplementary Planning Document for Transport, Accessibility Strategy and the joint programmes of action with the health sector discussed later are examples of this integration.

6.274 TravelWise and the active promotion of smart choices are an essential and critical element of our plans. We will aim to deliver a co-ordinated and comprehensive communications programme for the transport strategy and programmes. Building on local success and emerging best practice in this field, we are supporting a greatly enhanced programme to ensure good value from both existing and new resources.

6.275 TravelWise will:
• Support delivery of the shared priorities to address accessibility, congestion, air quality, safety and quality of life.
• Support effective management of traffic growth as part of our demand management strategy.
• Support integration of transport, health, environment and land use planning sector working across common goals.
• Support the informed choices communications strategy described later.

6.276 This approach will be developed and promoted by participation in the European funded MIDAS project led by Merseytravel. This presents the opportunity to share experience and learn good practice in integrating land use and transport planning with smarter choices initiatives to improve the energy efficiency of transport.

6.277   We have embarked on a new programme of market research and evaluation to ensure the TravelWise initiative is effectively positioned, targeted, monitored and delivered. This work informs the communications programme and enables continuous assessment and refinement of the whole approach and specific campaigns, to measure and ensure effectiveness.

6.278   The TravelWise programme encompasses a range of communications, market research and smart choices programmes, set out below. It provides the means by which we can deliver clear, consistent, well targeted communications in support of LTP policy and programmes, through the Informed Choices initiative set out in Part Four.

Implementing Smart Choices

School Travel Plans

6.279   The importance of the school run as a major contributor to morning peak hour traffic is described in Chapter 7. The Merseyside Countywide Survey shows that the proportion of children driven to school has increased from 29.1% in 2001 to 31.8% in 2005. The vast majority of schools now experience localised congestion. School Travel Plans are a key element of addressing these problems. We are currently working with over 200 schools on School Travel Plans and we are committed to engaging with all schools by 2010. Development of Travel Plans will continue as a strong element of the programme, tackling congestion, safety, health and environment issues as well as engaging with the next generation regarding the impact of travel choices. Work with secondary schools will increase in coming years as the need to address flexible learning pathways increases. The School Travel Plan programme is also integrated with the MBS and we will be working to ensure that use of the most sustainable travel choice is maximised so that planning school bus services is supported by engagement with the travel plan processes. Emerging analysis of data collected from schools developing School Travel Plans during the first LTP shows a measurable positive effect in reducing car usage and increasing walking to school. The data will be examined further in developing a target for mode share for the journey to school. Merseyside's first draft School Travel Strategy has been updated as a result of feedback from DfES/DfT and is included as Appendix Five.

Workplace/Organisation Travel Plans

6.280 Car use for the journey to work has been increasing on Merseyside. As regeneration continues and employment increases, the contribution of the journey to work in contributing to congestion and poor air quality will also increase without intervention. Many of the major employers in Merseyside are now engaged in travel planning with 150 organisations involved involving more than 110,000 employees. Work will continue with these employers and the partner authorities themselves to ensure effectiveness of these plans. New travel plans will focus on key regeneration areas, particularly those within Liverpool City Centre, SIAs and other major developments, such as LJLA. In the next five years the programme will be strongly supported by planning requirements, which are envisaged to direct the majority of the work. This will encompass large employment sites, health sites, visitor attractions and residential developments. Over 100 travel plans have been required to date through the planning process. It is anticipated that 300 travel plans will be secured through the planning system over the next five years principally through our proposals for the transport SPD. This approach also provides an important contribution to the Access Planning process by informing people of available travel options. TravelWise is therefore also an essential element of our Access Plan.

6.281 Travel Plans will be used to help address the impact of traffic generation at these sites as well as to increase their accessibility. The potential to introduce a workplace parking levy on organisations not implementing a travel plan has been discussed by the partners and will be kept under consideration as a tool to manage traffic growth.

Car Share/Car Clubs

6.282 The Transport Merseyside website hosts a Merseyside Car Share journey matching service for individuals and business/residential groups. Greater promotion of this site will support increases in car share and will include for example links to tunnel traffic. The potential for car clubs is being looked at as part of specific new developments, and a Liverpool wide scheme will be established in the early part of LTP2.

Chapter 6

Best Practice: Alder Hey Hospital

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

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

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

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

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

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

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

In recent months the location of the hospital has been under discussion as part of the Mersey Future Healthcare capital investment programme. Throughout the process the accessibility of the site has been part of the

discussion and the hospital have used Travel Plan information and Accession software to assess the alternatives. The Trust recognise the role of their Travel Plan in ensuring good access to the hospital and contributing to the Merseyside Access Plan and are continuing to work with the partners on these issues and the developing Strategy.

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

Linking with Public Transport Information and Marketing

6.283   The description of *TransportPlus* in Part Two of this Chapter highlighted how improvements to services and opportunities to present information in new ways will enable targeted marketing of public transport. Prolonged campaigns relating to major new schemes will be developed including extensive marketing of the enhanced bus routes and rail improvements for example. In addition, campaigns will support maintenance of current public transport patronage, as well as raising the acceptability and attractiveness of public transport options. This is a crucial element of locking in the benefits of new infrastructure. Train and bus services will continue to be promoted through Travel Planning in support of the extensive marketing campaigns to promote new and improved services.

Personalised Travel Planning

6.284   The need to market sustainable transport options at an individual level, with tailor made information and incentive packages is now more widely recognised. This approach has been piloted in Liverpool through the European Funded CATCH initiative (**see Chapter 8**) and will be developed to reach households, through travel plan organisations, and in support of new infrastructure and service improvements.

6.285   There will be significant residential developments in Merseyside in the coming years and the opportunity to work with households through residential travel plans will be taken and is supported by the Supplementary Planning Document. The HMRI and New Heartlands present particular opportunities to address sustainable travel at the household level. The need for improved integration with the Planning process, assisted by the SPD will be particularly important in this regard.

Walking and Cycling Promotion

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

Best Practice: Encouraging Walking in the City Centre

The TravelWise team developed Liverpool's first Calorie map as part of the European CATCH project. The map highlights key walking routes linking offices, universities, public transport and visitor attractions and highlights the health benefits of making regular short trips on foot. The map has proved popular with a variety of audiences including students, office workers, visitors and employees in the city centre and further afield.

Evaluation on the Liverpool Calorie Maps shows that 35.8% of people who used them usually walked for half an hour or more per day before they started using the calorie map. Since using the calorie map 64.2% of people usually walk for half an hour or more per day.

The map has now been developed to also show fat burning and step counts for these routes. Further healthy walk maps have now been developed for Southport, Birkenhead and Bootle with maps for St Helens and Kirkby in development.

Travel Awareness Campaigns

6.287   Awareness raising campaigns are an important element. As part of our enhanced communication strategy described in Part Four this area of work will also include initiatives such as Walk to School Week and Car Free Day. Investment in awareness messages and association with TravelWise will be particularly important in the next few years as an essential element of the communications approach.

Support for Other Programmes

Quality of Life

6.288   The TravelWise programme will play a strong role in ensuring wider quality of life issues are incorporated into Local Transport Plan delivery. The TravelWise programme enshrines healthy, socially and environmentally beneficial lifestyle choices as part of a rounded approach to improving quality of life in Merseyside. The initiative places transport in the context of attractive, sustainable communities which improve the quality of life for everyone which encompasses green and quality design issues, noise pollution, healthy food options as well as physical activity and other more obvious links. As transport continues to increase its contribution to climate change more quickly than other sectors, the role of TravelWise in reducing CO_2 emissions is also considerable.

Make Best Use of Existing Resources

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

Health

6.290   The strong links between the objectives of the TravelWise initiative and those of the health sector have been made throughout the TravelWise programme to date. These include:-
   • The Transport Health and Environment Forum established during the first LTP period continues to provide a firm focus for joint working.
   • Increase activity by encouraging more use of cycling and walking and their integration with public transport.
   • Relieving stress/well-being/mental health through greater use of active travel and reduced car use.
   • Improved social inclusion, better access and information.
   • Improved air quality by reduction of car use, relieving pressure on those with respiratory diseases.
   • Facilitating lead role in encouraging greater use of sustainable transport through travel plans at health facilities.

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

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

Evaluation and Targeting

6.293   A new planning and evaluation structure has been introduced for TravelWise initiatives and the communications informed choices strategy set out in Part Four. Each area of work is being assessed against its contribution to our objectives. This will enable each initiative and activity area to be assessed more readily in the light of the research finding, and be revised to ensure effectiveness. This process of planning, evaluation and review will take place continuously and will ensure that the effectiveness and impact of TravelWise smarter choices interventions can be understood and developed to ensure maximum impact and value for money.

6.294   Market research has established a baseline against which the communications strategy can be planned and measured and the success of the media approach will be subject to specific evaluation against the success of communicating key messages and LTP successes. Taken together these will be an important element of our performance management regime.

5 Year Programme

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

- Conduct market research to inform communications and smart choices programme;
- Within six months establish the monitoring and evaluation framework for the enhanced programme and campaigns;
- Launch and implement new communications approach;
- Implement targeted initiatives in support of new and existing infrastructure investment, such as Liverpool South Parkway in July 2006.
- Establish awards frameworks for travel plan assessment and incentives, linking to the Merseyside Travel Plan Grant Scheme.
- Engage travel plan co-ordinators in all sectors in targeted training and enabling events.
- Create effective communication materials to support campaigns, including travel plan resource packs, site specific travel guides and the website.
- Launch the Merseyside Car Share database.
- Produce co-ordinated walking and cycling maps for all areas linking transport and health messages.
- Foster wider partnerships with a range of agencies and sectors.
- Ensure effective Travel Plan implementation continues in partner authorities.
- Implement the agreed transport and health action plan, as part of the Access Plan.
- Develop the partnership for joint activities with the Heart of Mersey campaign particularly in increasing physical activity.

Measuring Performance

- Accessibility to health facilities as part of the Access Plan.
- Physical activity. We are working with the health sector to measure
- The numbers of people using sustainable modes.
- The mode share indicator

We will also use the new monitoring and appraisal system to demonstrate the success of different elements of the smarter choices programme.

Addressing the shared priorities

The smarter choices, TravelWise programme, is a critical element in meeting the shared priorities.
• It reduces the risk of congestion by promoting the use of non-car travel.
• It supports air quality management by encouraging sustainable travel.
• It supports accessibility by covering access to education, work and healthcare through travel plans that inform and promote travel opportunities.
• It supports road safety by promoting safer travel to school and cycle training.

Part Four: Informed Choices

6.295   Our approach to the integrated network is vital to meet the targets we have set for our objectives, and longer term strategy.

6.296   We recognise that to be successful will however take more than infrastructure or service improvements. A communications strategy is required that will inform the community of our plans and implementation of our proposals.

6.297   Promoting more sustainable travel, and encouraging less car use or encouraging a shift of freight from road to rail will be a long term process. We need to provide the wider community and stakeholders with a clarity of vision and purpose, to communicate the strategy behind our LTP proposals and to ensure that everybody is informed about the impacts of change and the possible choices that will have to be made about future transport provision. We need to both seek to *influence* change and *communicate* our objectives and successes in ways that reinforce the possibilities of change.

6.298   In this regard our approach can be summarised as:-
   (a) Communicate the need for change by:
      (i) ensuring that all local partners recognise the need for change and actively promote it in their policies and programmes; and
      (ii) prepare the ground with all stakeholders and the community for possibly more radical solutions that may come from the implementation of transport policy over the next 5 years at a national or regional level or through changes in direction that may be evidenced by the monitoring and performance management of this Plan.

(b) Communicate the practicalities of change by:
    (i) building on our existing successful programme of workplace and school travel plans, developing car sharing arrangements and supporting the Merseyside SPD; and promoting and implementing smarter choices in the ways set out in Part Three.
    (ii) locking in the benefits of our investment programme by promoting the facilities provided and the successes of the programme.

6.299 To be successful we need to:
    (i) be clear about who we need to influence, through the clarity of our aims and objectives; and
    (ii) be clear about what is the best means of influencing, and having clear messages with clear outcomes. For this LTP these are the performance indicators and targets we have set.

6.300 Following on from the critical review of our TravelWise programme, extensive work has been undertaken to explore the potential for communicating Merseyside's transport strategy, aims and programmes, more effectively to both the public and stakeholders.

A clear, consistent and effective approach to communications is needed and comprehensive and effective approach to PR and communications is essential. The need to improve the handling of PR regarding the transport strategy has been recognised and agreed and additional PR support is now in place.

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

6.302 A clear and unified approach to communicating messages has been agreed. The first element of this has been to devise a new brand for the LTP that will be clearly identifiable, positive and able to reflect the diversity of policies and programmes contained within our policies and programmes. In future, specific programmes and campaigns will be developed within the overall brand.

Targeting and Performance Management

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

6.304   To do this more information is required about where messages can be most effectively targeted and how. The establishment of the baseline described earlier will allow the success of the new approach to be measured over the lifetime of the LTP. We have established a programme to enable the marketing programme to be effectively positioned, targeted monitored and delivered, implementing good marketing practice and ensuring the investment is made wisely.

The Integrated Network

By adopting an integrated network approach we are better able to ensure that individual programmes and proposals designed to address particular problems can also provide additional value in support of other priority areas, ensuring best use of resources and the most value to users. This is particularly important in terms of the shared priorities.

The Shared Priorities: Congestion

Chapter 7:
The Shared Priorities:
Congestion

LOCAL *TRANSPORT* **PLAN**
M E R S E Y S I D E

7.1   This chapter sets out our assessment of the impact of rising traffic levels on the efficiency of the highway network and our proposals for addressing areas of congestion.

We have described how this LTP is focussed on providing the right framework for the continued economic growth and social and economic regeneration of Merseyside, (and the wider Liverpool City Region). **Chapter Four** has set out the consequences of anticipated economic growth in terms of likely increases in demand for travel. This anticipated rise in economic growth and prosperity coupled with existing lower than average levels of car ownership, provide scope for large rises in personal travel. The same can be anticipated in terms of commercial and freight traffic.

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

Our longer term strategy is to *manage for growth* of travel demand and ensuring for the efficient movement of people and goods.

Our Aim:

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

We will measure our performance over the next five years by:
- Restricting traffic growth across Merseyside to 9.2%.
- Restricting traffic growth to Liverpool City Centre to 7%.
- Restricting increases in off peak journey times for HGVs to no more than one third of the total traffic volume increase.
- Capping the number of publicly available off street car parking spaces in Liverpool City Centre to 16,500 places.
- Increasing the numbers of people using Park and Ride by 35%.

Introduction

7.2   In chapter 3 we explained that whilst congestion is growing, it is not yet regarded as a major problem generally in Merseyside.

7.3   There is, however, an increasing recognition that it is becoming an increasing problem, particularly in certain key locations, and that this could be detrimental to the well being of the area. There are several reasons for this, including:
- Limited congestion is seen as giving Merseyside a 'competitive edge' in investment terms, which would be diminished if congestion were to increase.
- It could have environmental and health impacts. Merseyside already has two Air Quality Management Area (AQMAs), declared in the City Centre and Rocket Junction at the end of the M62; both of these are largely due to the effects of traffic.
- It will harm the efficiency of the area's roads for freight and public transport which will affect economic performance.

Existing Situation

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

Figure 7-1: Range of traffic growth in Merseyside

Traffic Levels: 1994-2003

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

Source: MIS Traffic database

Estimated traffic flows for all motor vehicles: Merseyside 1993-2003 (Million vehicle kilometres)

Merseyside	1996	1997	1998	1999	2000	2001	2002	2003	2004
	100.00	101.85	103.11	104.11	105.88	106.85	110.52	110.94	112.34

Source: Department for Transport's National Road Traffic Survey

Efficient Movement of People and Goods

7.5   Our strategy is based on *managing for growth* of travel demand and
       ensuring the efficient movement of people and goods. Our proposals to
       address rising demand for travel increased car ownership and increased
       traffic levels is therefore at the heart of this second LTP.

7.6   Map 7.1 shows draft output using DfT, ITIS data of those parts of the
       network operating at below the speed limit in the am peak. This data source
       will be fully utilised for congestion analysis as updated networks and more
       recent data is supplied by the DfT.

7.7   Map 7.2 shows the locations of where congestion is having an impact on bus
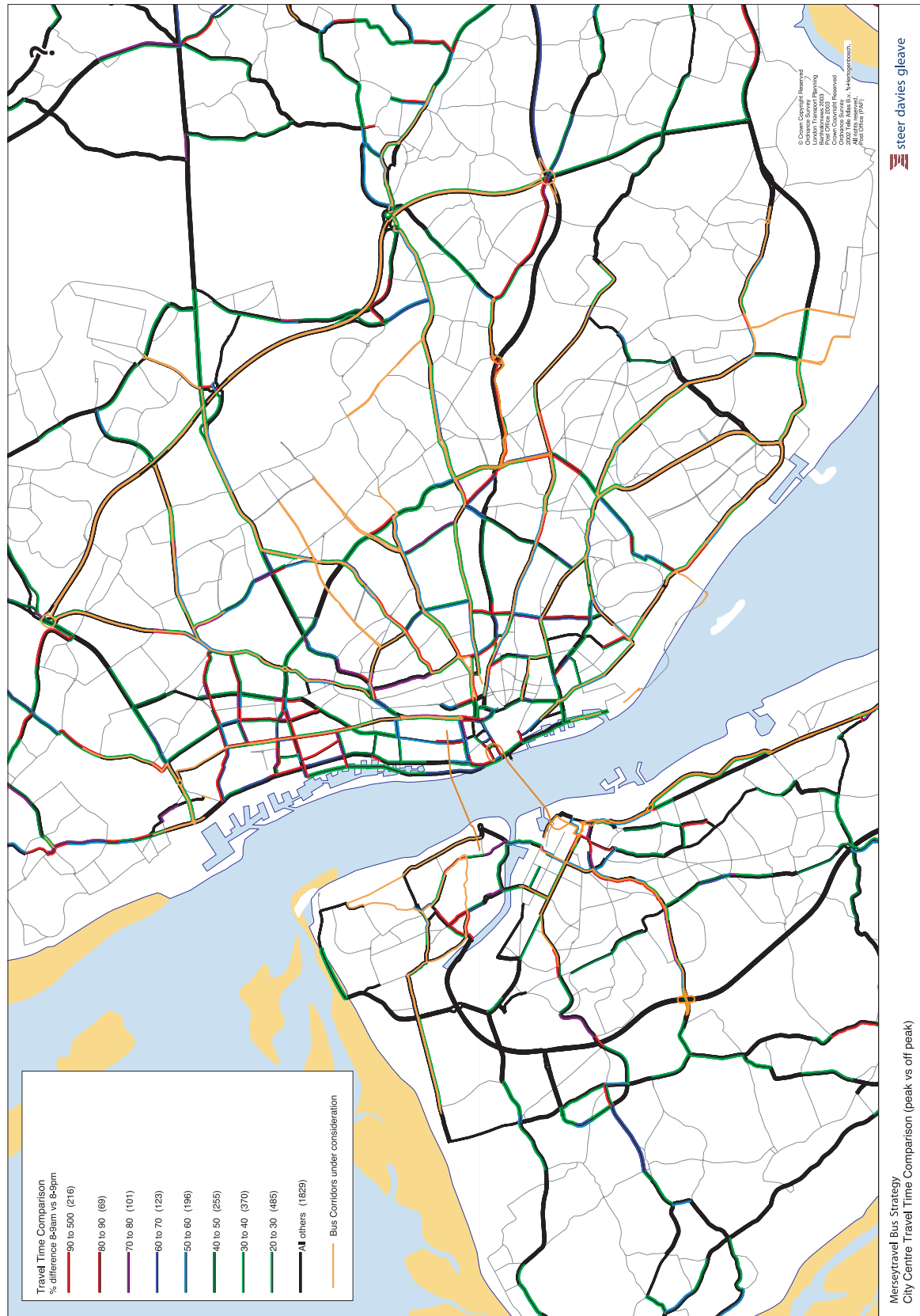   operation whilst Map 7.3 shows the impact on freight movement.

Map 7-1: ITIS Congestion Points

Map 7-2: Bus Congestion

Travel Time Comparison
% difference 8-9am vs 8-9pm

- 90 to 500 (216)
- 80 to 90 (69)
- 70 to 80 (101)
- 60 to 70 (123)
- 50 to 60 (196)
- 40 to 50 (255)
- 30 to 40 (370)
- 20 to 30 (485)
- All others (1829)
- Bus Corridors under consideration

Merseytravel Bus Strategy
City Centre Travel Time Comparison (peak vs off peak)

steer davies gleave

Map 7-3 Freight Congestion

Impact on Bus Travel

7.8   With two major bus facilities Liverpool City Centre is at the heart of the Merseyside bus network. As the area with the worst traffic congestion, the city centre represents one of the challenges and the largest opportunities for the bus.

7.9   The level of traffic and growth in congestion represent a challenge to maintaining the levels of punctuality and reliability that will make the bus a mode of choice. Equally, the demand for access to the city centre as illustrated by output from the MSM, has shown that there are real opportunities to grow public transport patronage and affect modal shift.

7.10 The 2003 ITIS dataset provided by the Department for Transport has been analysed for Merseyside. The analysis considered the difference between journey speeds for the morning peak period (0800-0900) and the evening (2000-2100) on the major bus corridors. Map 7.2 shows the relativity of journey times between the morning peak and an off-peak period.

7.11 The analysis has identified those bus corridors with congestion problems and allowed them to be ranked in importance relative to the estimated congestion problems.

7.12 We address how congestion may impact the efficient movement of goods later in this chapter.

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

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

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

Source: Merseyside LTP – RTRA 2000

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

Figure 7-3: Traffic growth in Merseyside compared to the LTP1 target
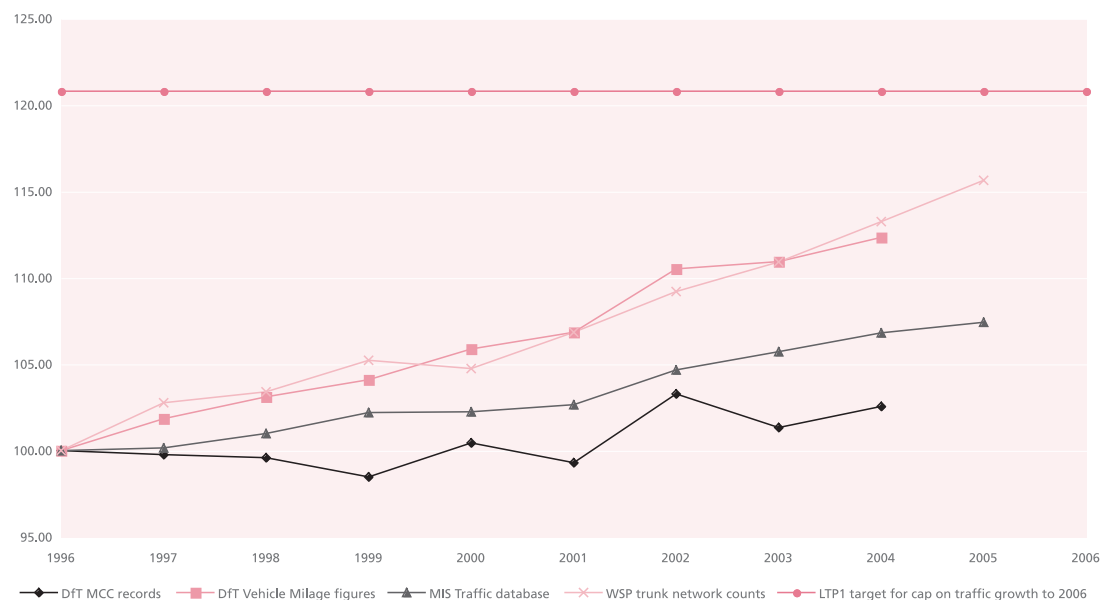
(Source: MIS Merseyside Monitoring)

7.15 The supplementary LTP for September 2000 added an additional revised target of 0% growth in the main centres. However, for the City Centre traffic has grown by 4%. This is discussed in more detail in the section later concerning the city centre.

Future Projections

7.16 Figure 7-4 and 7-5 below illustrate the anticipated range of growth in traffic and car ownership over the longer term to 2021. The uncertainty of such forecasting can be noted by the variations in the levels of car ownership and traffic growth being anticipated by different sets of figures.

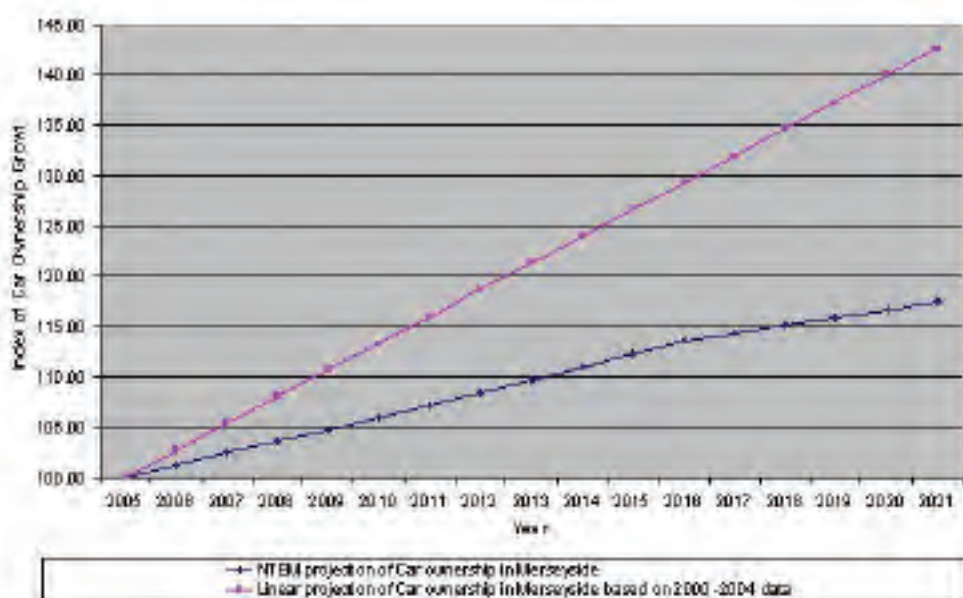**Figure 7-4: NTEM car ownership projections**

Figure 7-5: Merseyside traffic growth projections

7.17 As described in Chapter 4, the Merseyside LTP partnership are developing a Merseyside Strategic Model (MSM). To date the journey to work only has been modelled; other journey periods will be modelled and will be reported in the 2006 LTP Delivery Plan.

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

7.19 More particularly as was described in Chapter 4, a detailed assessment of anticipated economic development and employment creation has been undertaken. In the period to 2011 this showed strong growth in:
   • The City Centre;
   • John Lennon Airport;
   • The Mersey Ports;
   • A number of Strategic Investment Areas (SIAs) (**These were shown in Chapter 3**);
   • In common with other areas, there is also a particular problem of congestion affects caused by the school run. Our approach to dealing with this issue is described later.

7.20 It is likely that the levels of economic growth and employment creation particularly in the City Centre will be where increasing travel demand is likely to lead to possible congestion effects. Our agreement with the Department for the future monitoring of congestion. The journey to work analysis using the MSM illustrates the following scenarios.

Map 7-4 Location of Delay Corridors

Figure 7.6 MSM Traffic Projections

	Scenario 1		Scenario 5a		Scenario 5d		Scenario 5k	
	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change
Population	+49,637	3.6%	+50,696	3.6%	+50,754	3.6%	+50,426	3.6%
Employment	+18,804	3.0%	+19,138	3.1%	+19,174	3.1%	+18,579	3.0%
Vehicle Kilometerage	+184,697	4.9%	+176,302	4.7%	+157,017	4.2%	+150,358	4.0%

7.21 Merseyside wide the model forecasts population growth of around 3.5% between 2006 and 2011, and employment growth of 3% over the same period. In travel to work terms there is growth of around 4-5% in vehicle kilometres travelled on Merseyside roads for commuting. National data shows that travel to work, in terms of distance travelled is the most common of trip purposes, representing nearly 20% of all travel (DfT: Focus on Personal Travel 2005). A full description of the scenarios that were tested is found in chapter 4.

A Balanced Approach

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

7.23 We are proposing a package of measures that we believe will enable economic growth and increasing travel to be accommodated within Merseyside without causing congestion or affecting quality of life. We also believe that the implementation of the full range of measures will also prevent congestion in the long term although our ability to achieve this is limited by the current status of Merseytram Line One. Figure 7.7 summarises our approach. Our package includes:

(i) Improvements and development of the single integrated public transport network and further enhancements to Park and Ride capacity and increasing rail capacity for passengers and freight. This will also require extensive provision of bus priority measures including the potential for red routes on the major routes particularly to the City Centre. **(This is described fully in Chapter 6, and the Merseyside Bus Strategy)**.

(ii) To ensure efficient movement of people and goods whilst avoiding negative impacts on air quality and noise that traffic congestion can bring, it is imperative that we minimise congestion on the network. Therefore we are proposing selective increases in highways capacity at key locations to assist our targeted growth areas around the City Centre, Mersey Ports and John Lennon Airport, particularly for the movement of goods. **(These measures are described more fully in Chapter 6)**.

(iii) This approach will be enhanced by the increasing use and development of Intelligent Transport Systems (ITS) and Urban Traffic Management Control (UTMC).

(iv) The effective utilisation of our Network Management Duty (NMD) to tie together the various elements of the package approach; and

(v) Underpinning the package by a range of smarter choice measures and the utilisation of our revised communication strategy. **(This is set out fully in Chapter 6)**.

Figure 7-7: Managing for Growth – proposed package of measures 2006-2011

Intervention	Measures
Single integrated transport network	Merseytram Line One Increased Park and Ride. Implement Merseyside Bus Strategy (Upgrade to key corridors including road space reallocation, red routes and junction priority, linked to Punctuality Improvement Partnerships Enhancements of existing rail services including increased train and station capacity.
Selective increase in highways capacity	Improvements to Blackbrook, Hall Lane/Edge Lane, Switch Island and other junction improvements
Effective utilisation of NMD	See below
Increase use and implementation of ITS/UTMC	See below
Smarter choices	Increasing numbers of school travel plans Increased number of workplace travel plans Greater use of promotional support for change

Network Management

7.24 A critical feature of our package approach is the role of the Traffic Managers and the Integrated Corridor Traffic Management (ICTM) programme . We described aspects of this in chapter 6. The Traffic Management Act 2004 (TMA) provides the basis for achieving better conditions for all users of the national and local road networks, including pedestrians, cyclists and those on public transport. It does this by introducing new powers and duties on highway authorities to keep roads clear and traffic moving. The Merseyside authorities are now committed to adopting a coordinated and proactive approach to the management of networks both within their own boundaries and across into neighbouring authorities.

7.25 Map 7.4 has shown the main corridors where we have agreed that person delay monitoring will be undertaken. We have described in Chapter 6 how we will integrate these corridors into our wider approach to integrate network management and promote a holistic approach to congestion management addressed through our NMD.

7.26 We support the aims of the TMA as it tightens the existing regulatory and legal framework to control works and disruptions on our roads and footways. This enables Traffic Managers to more easily address problems of congestion, delays and accidents whilst at the same time improving journey times and reliability.

• A Merseyside Traffic Managers' Group has been established to ensure effective cross-authority and cross-agency working. The Terms of Reference for the Group are comprehensive and are set out in Appendix Eleven. The Group not only contains representatives from the constituent LTP partners, including Merseytravel and Mersey Tunnels, but has also invited the following to participate in its meetings: Halton BC, Warrington BC, Lancashire County Council, Greater Manchester (through the Greater Manchester Traffic Management Act Group), Merseyside Police, Cheshire Police and the Highways Agency. It also intends engaging the Department for Transport (DfT), external agencies such as the Freight Transport Association (FTA), bus operators and other key stakeholders. This is to ensure that activities on the highway are coordinated to allow the expeditious movement of traffic within and across local authority boundaries.

• This forum has already allowed us to share our draft ITS strategy with our neighbours as well as plans for demand management within the sub-region. In doing so, it was emphasised that these plans will not only influence but must also respond to the requirements of the bus and freight strategies, and the proposals for road safety and air quality as referred to elsewhere in this plan. It has also allowed our neighbouring authorities to provide initial comments on these proposals and to present their own proposals. Potential improvements in service delivery for road users have already become apparent and are being pursued.

- The Group provides a focus for the development and communication of a Network Management Strategy for Merseyside and cross-boundary liaison on forward programmes, including planned major works and events. As these meetings develop it is intended that they will be complemented by coordination meetings with utility companies taking place at a district level. Coordination of works on the highway will be further improved by the recent setting up of a Merseyside Street Works Group that has been established below the Traffic Managers' Group. It will explore matters including consistency of approach and is likely to expand its remit to take on the wider aspects of the TMA.
- TMA issues are also discussed regularly by the Merseyside District Engineers Group (MDEG) upon which the Traffic Managers sit as part of a much wider infrastructure, maintenance, asset management and Urban Traffic Management Control (UTMC) agenda. In addition, Sefton represents the Merseyside authorities on the North West Highway Authorities and Utilities Committee (NWHAUC), and the National Street Works Highways Group (NSWHG), both of which have been instrumental in leading consultation and advising the DfT on aspects of the TMA. **We describe some aspects of this in greater detail in Chapter 12**.
- The Traffic Managers are also members of, or are represented, on the Congestion Group. This is helping to ensure close alignment of TMA and LTP objectives specifically with respect to road/user hierarchy and managing the effects of predicted traffic growth and congestion. It also enables ownership of those targets and indicators relating to traffic growth and congestion to be closely monitored.

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

Integrated Corridor Traffic Management

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

7.29 ICTM will operate at two broad levels:
(i) At the local level it will ensure the efficient movement of freight and public transport. It will include for example
(a) joint working with bus operators on programmes such as the proposed punctuality improvement partnerships (PIPs) set out in the Bus Strategy. We set out in Chapter 6 the details of the ICTM for bus corridors.

(b) It will also form a key element of the Congestion Monitoring Corridors agreed with DfT.

(c) Ensure efficient movement of freight on the freight network described in Chapter 6.

(ii) At the strategic level, it will involve continuing close collaboration with the Highways Agency (HA) to manage traffic to/from Merseyside and the national core network.

7.30 Our approach is summarised by Figure 7.8.

Figure 7.8– Integrated Corridor Management
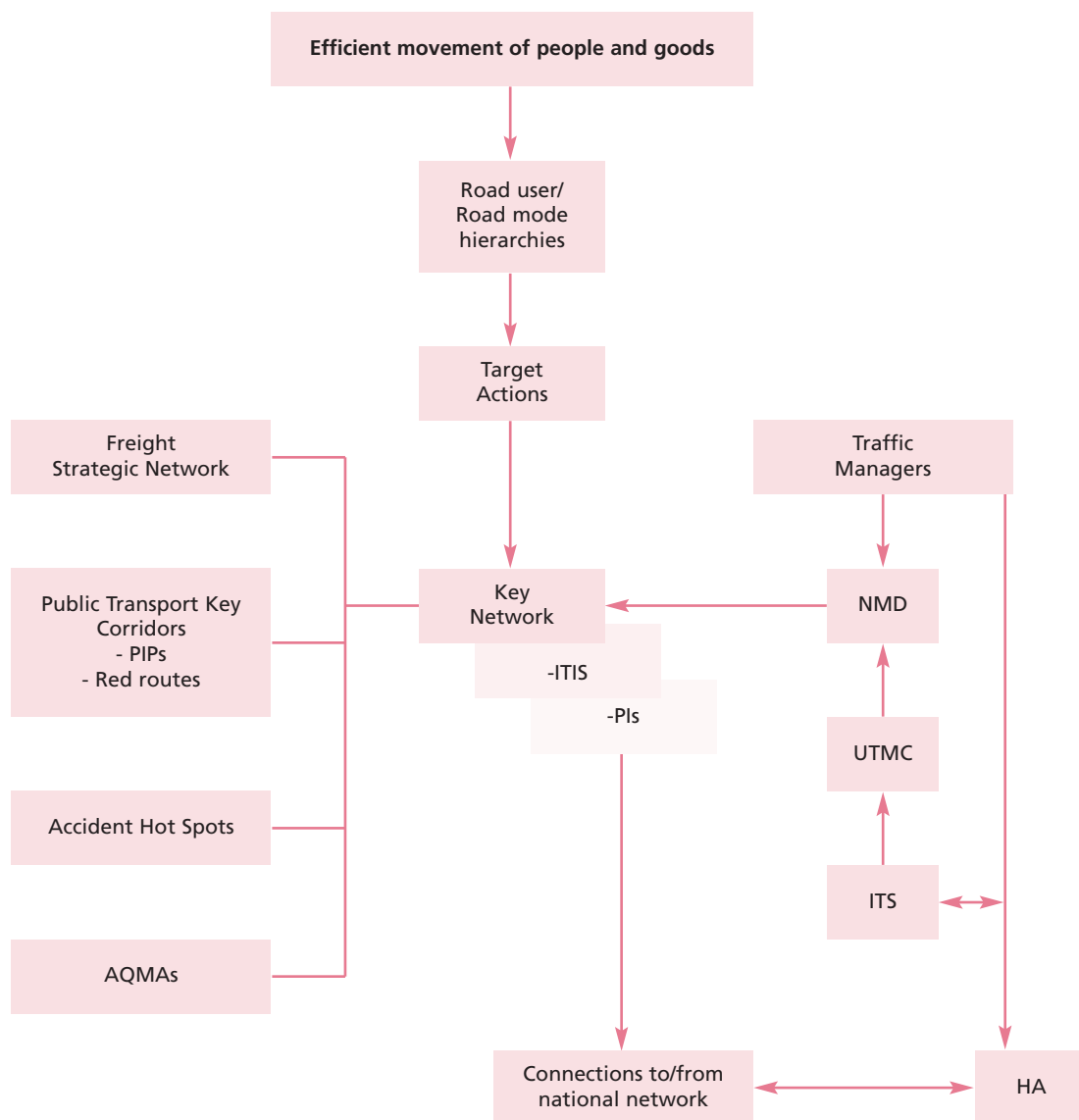
7.31 At the strategic level, ICTM is a project of regional importance to the greater Merseyside region bounded by the M6 motorway from Junction 28 to the North, and Junction 18 to the South. The Region consists of a network of motorways and trunk roads that are the responsibility of the Highways Agency, and key routes that are the responsibility of the five Merseyside Local Authorities, the Boroughs of Warrington and Halton, the Counties of Cheshire and Lancashire, and the region of Greater Manchester.

7.32 ICTM will play an important role in the management of long distance traffic heading to Liverpool air and sea ports and to events of national importance such as the annual Grand National at Aintree, British Open Golf Championships and Liverpool's European Capital of Culture year in 2008.

7.33 ICTM will use cost-effective Intelligent Transport System (ITS) solutions such as Variable Message Signs (VMS), Closed Circuit Television (CCTV), traffic signal synchronisation, car park guidance system and control office facilities for real-time information gathering, exchange and dissemination. This, in turn, will enable efficient management of the network and serve to:
(i) Improve the movement of people and goods;
(ii) Reduce congestion and travel time;
(iii) Enhance public safety; and
(iv) Provide accurate and timely traffic and travel information for road users, transport agencies and the public in general.

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

Intelligent Transport Systems

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

Memo of Understanding

ITS Vision Statement

Merseyside local authority Partners, the Highways Agency and other stakeholders will utilise Intelligent Transport Systems (ITS) to help them fulfil their duties and improve conditions for the transport of people and goods in the Greater Merseyside Region.

More specifically, ITS will be used in the delivery of safe, efficient, reliable, accessible and environmentally friendly transport services to all road users.

ITS Vision

Through the use of ITS, the people and road users of Greater Merseyside will:

- Be able to plan their journeys in advance and whilst travelling, fully informed of traffic and travel conditions so that they have a choice of the time and the routes for their journeys.

- Enjoy a safer and more environmentally friendly road network which provides easy access to all major destinations of the Region for work, education, health, commercial and leisure activities.

ITS Strategic Goals

The realisation of the ITS Vision will enable Greater Merseyside to:

- Maintain and enhance the vitality and prosperity of the Region as a retail, commercial, employment and leisure centre

- Improve the operation, efficiency and effectiveness of its strategic road network

- Improve the quality and reliability of traffic and travel information to stakeholders, the public and media

- Improve the safety of all road users

- Reduce delays to road users generally and during planned and unplanned events

- Reduce the impact of road based transport on the environment

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

(i) A Study Phase which will investigate the current situation from an organisational, technical and financial perspective;

(ii) A Design Phase that considers the possible integrated system solutions for the delivery of ICTM and planning of new roadside infrastructure;

(iii) A Specification and Procurement Phase for all necessary equipment hardware, software and support services; and

(iv) An Implementation Phase covering site supervision, testing and commissioning.

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

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

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

Map 7.5 shows the Liverpool Variable Message Signing system that will control car parking directives.

Map 7.5 Liverpool Variable Message Signs

7.39 At a local level Intelligent Transport Systems on Merseyside are being implemented in accordance with the ITS Vision (details in Appendix Fourteen) and following an ITS strategy which has been developed utilising the holistic EU funded ITS City Pioneers approach which is recognised as best practice. This approach to developing an ITS strategy includes the following elements:
- Stakeholder consultation.
- ITS Vision.
- Network Inventory.
- ITS inventory.
- ITS package.
- ITS deployment plan.

7.40 Each of the Merseyside Highway Authorities have urban traffic control centres which act as a hub for traffic control and maintenance of traffic signals, and other intelligent transport systems. These systems have been installed to suit the individual authority's requirements. All are UTMC compliant or can be made UTMC compliant with a small amount of investment.

7.41 The Variable Message and Car Park system for Liverpool which is currently being installed will give Liverpool a fully UTMC compliant system with a link to the corresponding system in Wirral.

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

7.43 The partner authorities see investment, expansion and collaborative use of intelligent transport systems as essential to address the network management duties of the traffic management act and make the best use of existing assets.

7.44 The ITS tools that will be provided to manage the network efficiently include:
- SCOOT/UTMC – (including facilities for cyclists and bus priority).
- Common database (UTMC Compliant).
- Variable Message Signs (for both strategic and car park signing).
- Journey Time monitoring.
- Air Quality monitoring.
- Asset Management systems.

7.45 These tools will enable:
- Strategy management - assisting operators in alleviating expected and unexpected traffic incidents.
- Automatic responses to events on the network.
- Route Journey Time Management – providing current journey times for predefined routes.
- Definition of day types using a calendar which stores traffic profiles and predictions.
- Data files to be exported for analysis off line.
- Map interfaces which can locate equipment items and incidents accurately on maps and allow strategies to be run directly.
- Live links to other systems including the Highways Agency QMISS database which is updated at 15 minute intervals.
- Exchange of data and travel information between systems.

7.46 Figure 7.9 illustrates the linkages between the strategic and local systems we are proposing. Map 7.6 shows the location of the strategic variable message signs.

Map 7.6

Figure 7.9: A Merseyside Outline ITS Architecture
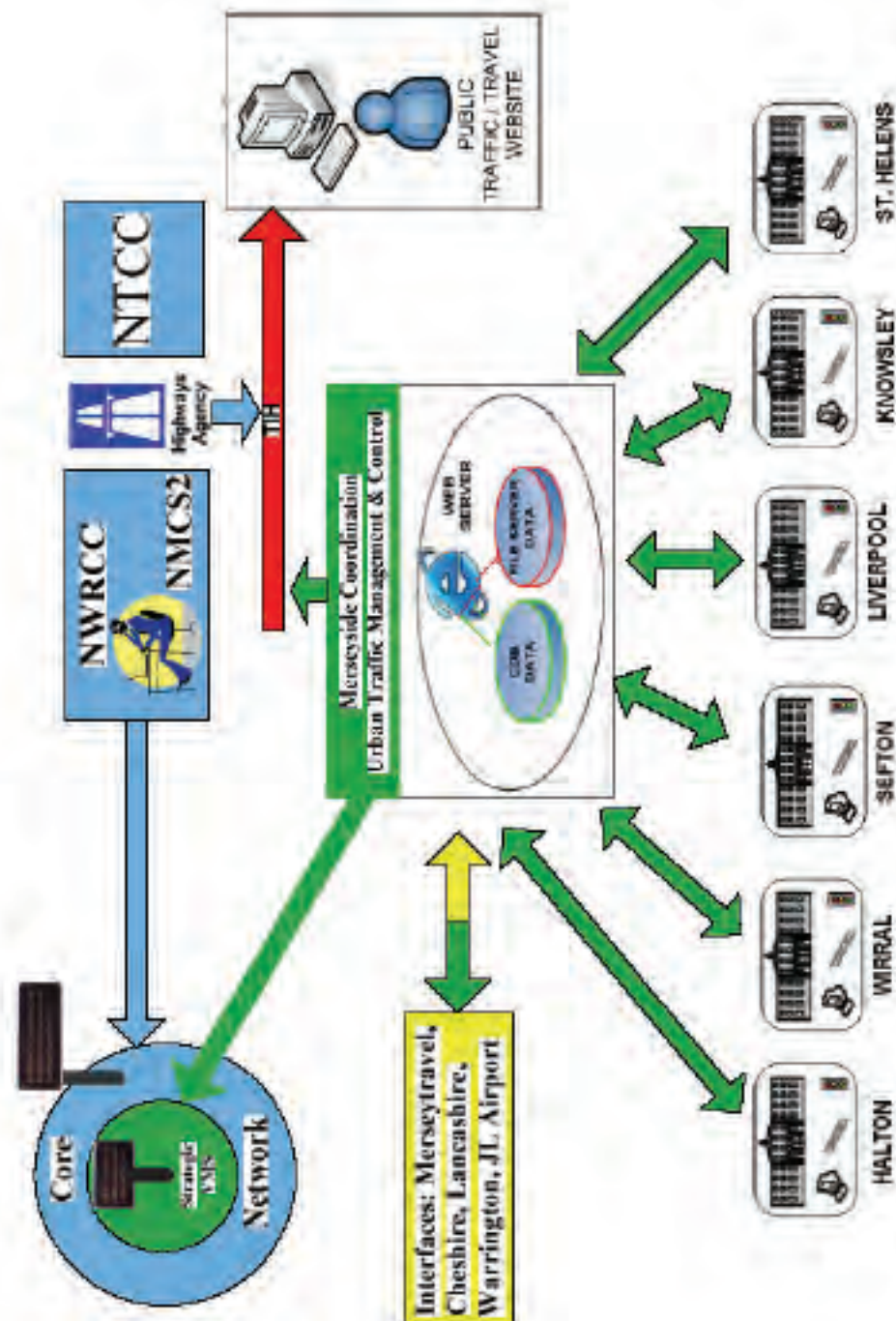
Traffic and Travel Information

7.47 The ITS outlined above will be used, together with internet technology to enhance the provision of comprehensive and integrated traffic and travel information. The partners propose to use these systems to disseminate the following information:
- Traffic Information
  - > Congestion
  - > Journey Time
- Timetable Information
  - > Bus
  - > Rail
  - > Airport
  - > Ferry
- Real Time Passenger Information
  - > Bus
  - > Train

Potential Congestion Hotspots

The City Centre

7.48 The City Centre poses perhaps the biggest challenge for the second LTP. It is considered to be the main economic driver with half of all anticipated jobs in Merseyside being located in the centre to 2010 **(this was discussed in detail in Chapter 4)**. City Centre location is illustrated by Map 7.7.

Map 7.7

Past Trends

7.49 Over the lifetime of LTP1, traffic growth has been experienced within Liverpool City Centre, despite a target set in 2000 of zero growth. Peak hour traffic into the centre has grown by 4% since 2001, and it is already a declared Air Quality Management Action Area (AQMA), largely as a result of emissions from vehicles. Figure 7.10 shows this.

Figure 7.10
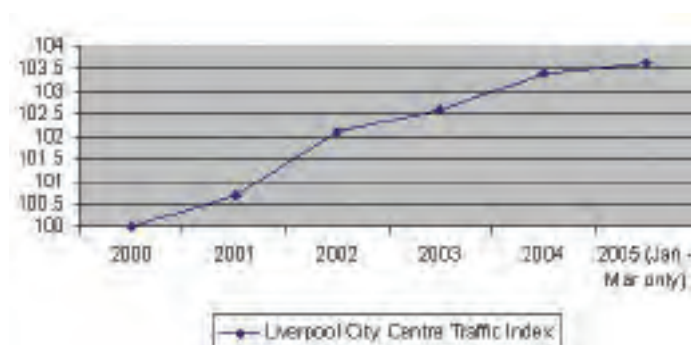
7.50 This situation has not in itself created severe congestion or journey reliability problems in the city centre, and is reflective of the additional capacity built into much of the City Centre's infrastructure during the 1960's and 1970's.

7.51 Figure 7-11 shows some evidence that an increasing proportion of people in Merseyside have a journey time to work of less than 20 minutes. This is likely to be due to an increase in home working and City Centre living. Both of these are elements of a vibrant, modern city region that can engage in more sustainable patterns of living.

Figure 7-11: Merseyside Travel to Work Time 2001 to 2003

Year	Proportion journeys completed per travel time (Cumulative Percentage)				
	<20mins	<40mins	<60mins	<90mins	Mean time (minutes)
2000	43	83	94	99	24
2001	42	84	94	99	24
2002	43	86	96	100	22
2003	46	84	94	99	23
2004	43	82	94	98	24

Source: Regional Transport Statistics 2004

7.52 Figure 7-12 shows the profile of traffic levels accessing the city centre. It shows no evidence of growing peak shoulders emerging in the past 7 years. This is further evidence that there has been sufficient existing capacity in the system at peak times to accommodate growth, and that congestion has not yet reached sufficient levels to dramatically influence people's journey choices.

Figure 7.12 Traffic levels accessing Liverpool City Centre
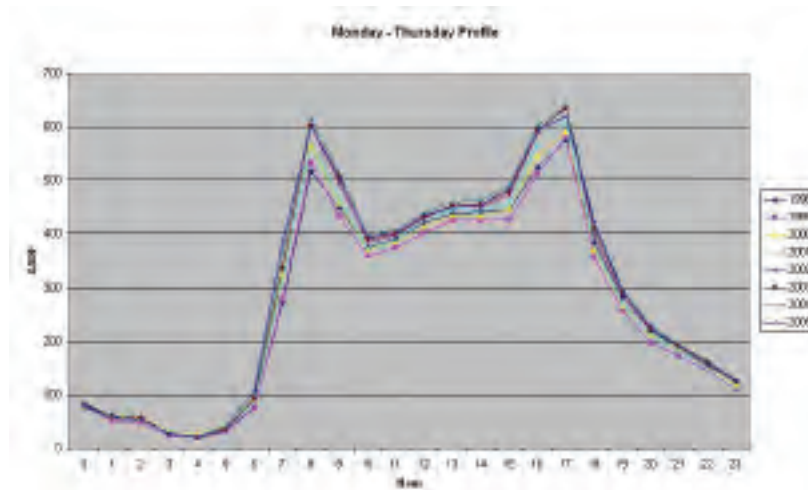
7.53 This situation is not unique to Liverpool; traffic growth in Leeds, for example increased by some 4% between 2000 and 2003, although a reduction in traffic of around 1% was witnessed between 2003-2004. This reflects the view that cities such as Leeds are currently ahead of Liverpool in their regeneration and the fact that trends such as city centre living began much earlier. Like Liverpool, however, Leeds experiences air quality challenges and has declared two Air Quality Management Areas.

Future Forecasts

7.54 The demand for City Centre living has led to a continuing expansion of the central residential offer; the Liverpool One project will add over 1 million sq ft of new retail and leisure floorspace. This is a 50% increase on existing floorspace and is forecast to re-establish Liverpool City Centre as one of the top five shopping destinations in the UK. It is of a similar scale to the Trafford Centre in Manchester, but unlike that scheme has a city centre location with only 3000 car parking spaces (compared to 10,000 at the Trafford centre), highlighting the importance of public transport in achieving the scheme's target of attracting 67% of visitors by non-car modes.

7.55 Immediately adjacent to the Liverpool One development, the Kings Waterfront is also under construction, with a phased opening from 2008 onwards. The development will feature a new 9,500 seat arena, convention centre, hotels and residential development. In combination with Liverpool One, the area being developed is greater than in any other central location in Europe.

7.56 The City Centre's office stock is also being expanded significantly with a number of developments being progressed, most notably the St Paul's development bringing an additional 1 million sq ft of high quality floorspace.

7.57 These projections illustrate that there will be considerable traffic growth in inter-peak periods as well as the peak period. This will be associated with the retail and leisure related developments in the City.

7.58 Strong rates of retail-driven growth can also be anticipated at weekends and associated with events at the planned Arena at King's Waterfront.

7.59 Together these are anticipated to lead to:
- Increased localised traffic congestion (with commensurate air quality impacts in the AQMA area and World Heritage site) as well as a general growth in traffic.
- Increased in-station congestion at the City Centre Merseyrail Stations. Liverpool Central is already a concern and there have been instances where the station has been closed on safety grounds at periods of peak retail activity.
- Increased on-train congestion. Already the City Line experiences overcrowding in the morning and evening peaks. Extra pressure will occur on the Merseyrail Electrics routes, particularly Northern line services.

7.60 Much of the centre is a World Heritage site which brings a range of sensitive planning and development concerns.

7.61 The European Capital of Culture events in 2008 (the mid-point of the second LTP period) will involve a range of events and are forecast to draw 11 million visitors to the region; the potential long-term legacy of these visitors for the profile of the region and ongoing tourism-related growth beyond 2008 is considerable.

7.62 These changes will create greater pressures on the transport infrastructure in the City Centre.

7.63 The results emerging from our more detailed analysis of future growth of employment and housing in the City Centre has resulted in assessments of higher traffic levels than originally forecast. These were introduced in Chapter 4 but are reproduced here.

Figure 7.13 City Centre Traffic Projections

	Scenario 1		Scenario 5a		Scenario 5d		Scenario 5k	
	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change	2006-11 change
Vehicle trips into City Centre	+5,203	12%	+4,501	10%	+2,425	6%	+1,737	4%
Bus passengers CC	+1,024	6%	+1,950	11%	+2,885	16%	+2,905	16%
Rail passengers CC	+1,165	9%	+1,288	10%	+1,726	14%	+1,714	14%
Slow mode CC	+1,437	27%	+1,223	23%	+2,059	39%	+2,714	41%
Total trips to City Centre	**+8,981**	**10%**	**+9,018**	**10%**	**+8,861**	**10%**	+8,207	10%
Change in mode split of car trips to city centre	*0%*	*0%*	*-1%*	*-1%*	*-3%*	*-5%*	*0*	*-6%*

7.64 Figure 7.13 shows the transport forecasts for Liverpool City Centre. They illustrate that without the policies and programmes, proposed in this plan, growth in vehicle trips to the city centre is around 12%. Three points must be emphasized here.

(i) This is only representative of travel to work trips;

(ii) This definition of city centre represents a significantly larger geography than the true city centre as defined elsewhere in the LTP in terms of air quality, and performance indicators; and

(iii) this rise in vehicle trips to the centre is in the context of a substantially greater overall number of trips to the centre, to the extent whereby overall mode share of trips undertaken by car remains constant. It must therefore be emphasized that this figure should not be directly aligned with growth in total traffic to the city centre, even for the AM peak.

[Analysis indicates that between 7-10am TTW trips make up 64% of all trips into the City Centre, of those trips made by car drivers/vehicles there is evidence that this figure could be as high as 80% (Source: 2005 Merseyside Household Travel Survey - provisional results)]

7.65 Scenario 5a, has substantial investment and improvements to the public transport offer and brings about a reduction in the forecast growth of vehicle trips to the centre, whilst substantially boosting bus and rail patronage. However, growth in vehicles entering the centre remains above 10% for the 2006 to 2011 period. This presents substantial challenges in terms of air quality, noise and emerging congestion issues.

7.66 Scenario 5d shows how with the introduction of the full range of our LTP programme proposals, including complimentary demand management measures, a much smaller rise in vehicles entering the centre is achieved. With this package modelled growth in vehicle trips is restricted to 6% during LTP2. The level of demand management required for this option is considered to reflect the stretching and significant policy and programme commitments of the LTP with regard to the Liverpool City Centre parking strategy, ambitious Travelwise- smarter choices programmes, Supplementary Planning Document and Air Quality Action Plan core measures.

7.67 Scenario 5k presents a position whereby vehicle trips into the City Centre are restricted to a 4% growth level. It should be noted that this was the target value included in the provisional second LTP in July 2005. However, this scenario is shown to have unacceptable consequences on the regeneration of the City Centre reducing job growth by around 800 jobs. It is for this reason that in this final plan the partnership moves from the 4% draft target (LTP6 indicator) in the provisional LTP2 to a 7% target.

7.68 MSM demonstrates that scenario 5d, with a combination of public transport improvements and car access demand management, provides an attractive package that maintains a high level of economic activity and trip making to the City Centre, with a more sustainable mix of transportation usage to access the centre. The net effect of this package is seen to reduce car modal share for access to the centre by around 5%. Strong growth in bus and rail patronage to the city centre are evident, with active modes also seeing substantial growth.

7.69 These patterns in vehicle trips and public transport usage to access Liverpool City Centre are illustrated in figures 7.14 and 7.15, (as an index 2006=100) which show clearly the impact of scenario 5d in restricting traffic growth whilst boosting public transport use.

Figure 7.14 City Centre Vehicle Targets

Vehicle trips into City Centre - Scenario 1 · Vehicle trips into City Centre - Scenario 5a · Vehicle trips into City Centre - Scenario 5d
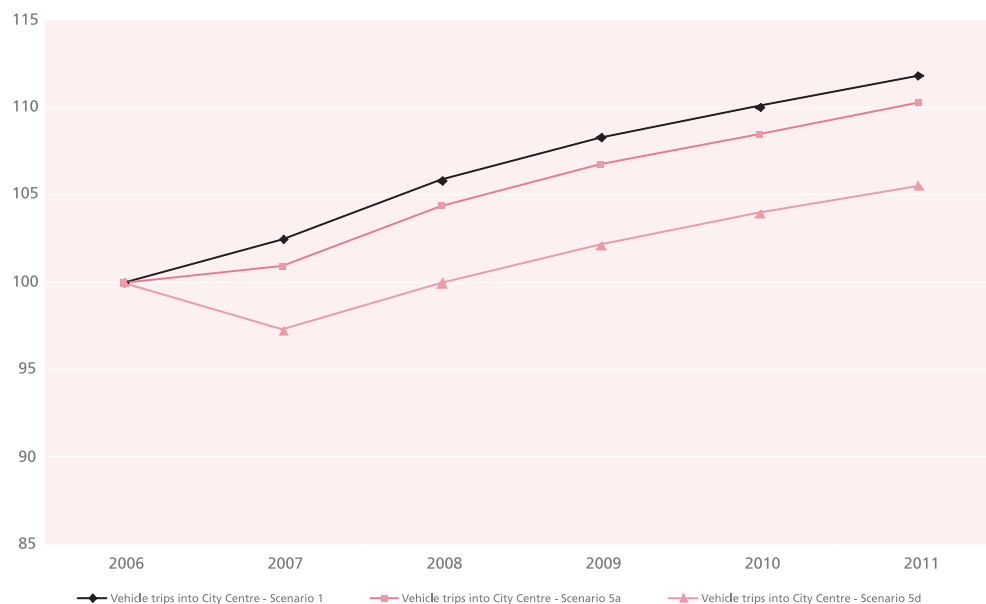
Figure 7.15 Public Transport Trips for City Centre
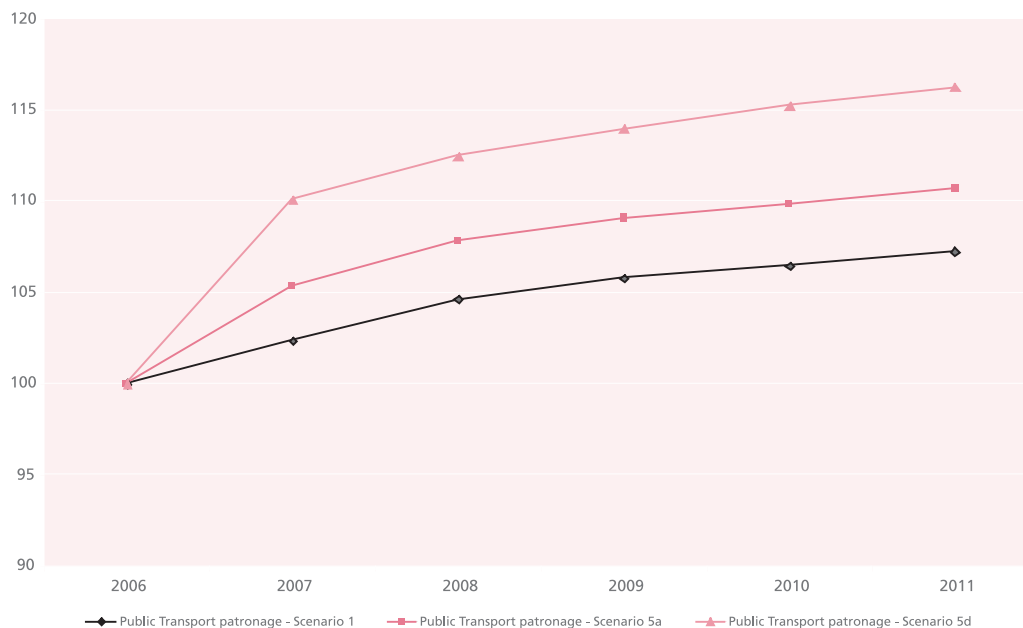
A Programme for Action – An Integrated Package

7.70 Given the scale of anticipated growth in the City Centre, we believe our figure of traffic growth of 7% represents a very stretching target requiring the successful implementation of the full range of our proposals. However, in setting our programme we accept that it is important to face the challenges presented by the growth of the centre, because of its critical importance to Merseyside, whilst also taking robust measures to improve air quality and other environmental improvements in a realistic and balanced way.

7.71 (Note the results of the MSM include Merseytram Line One, and will be reviewed as part of the Addendum Report).

7.72 To manage traffic growth in to the City Centre and preserve its unique urban fabric will require an integrated package of measures designed to address both the challenges of congestion and air quality. We have set targets for performance indicators for the City Centre which have to be dealt with collectively as they each impact upon each other. Figure 7.16 illustrates this.

Figure 7.16: City Centre: Target Linkages

Increasing Economic Activity Anticipated 10,000 Jobs

Cap for parking provision
for central area (LTP2)
16,500 spaces

Projection for
reducing
air pollutants in
AQMA (LTP8) 28% in
location 1
12.8% in location 2
See chapter 8

Cap for Traffic Growth
into central area
(LTP6) 7%
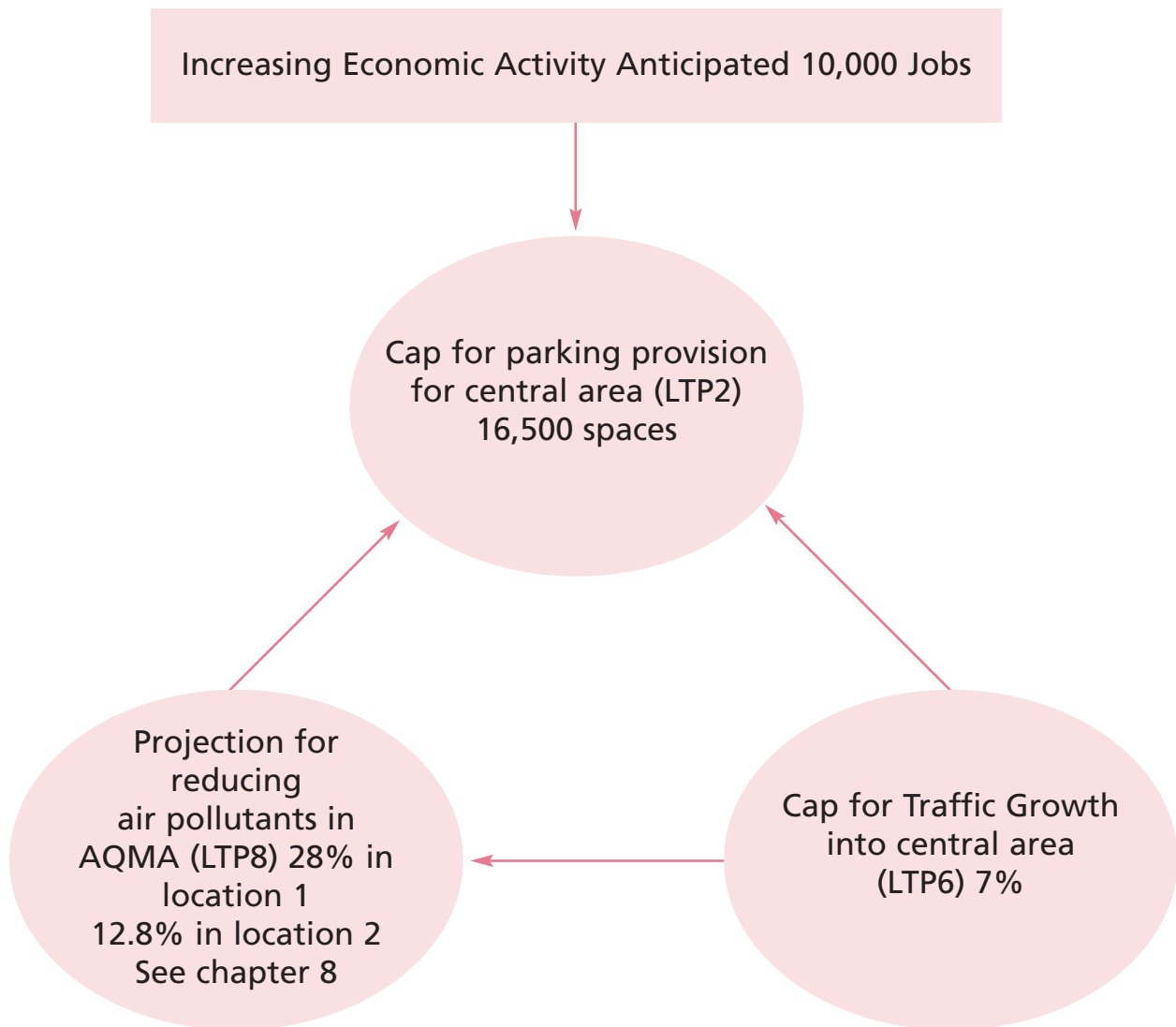
7.73 Below we summarise the package of measures that will be put in place to meet our City Centre targets. They need to act together to be successful and to ensure that we meet our targets.

City Centre Package of Measures 2006-2011

Intervention	Measures
City Centre Movements Strategy (CCMS) Phases 2 and 3	In the coming years, the CCMS programme which will continue to draw funding from several sources, including non-transport and private sources, will embrace a wide range of projects. This is illustrated by the following brief descriptions of projects. **(i) Parker Street/Elliot Street Public Realm** This scheme extends recent work to improve the public realm in a mainly pedestrian area of the city centre. High quality materials, and a design that removes 'street clutter' will improve pedestrian routes in this part of the centre and will greatly improve the pedestrian environment. The design will seek to emphasise and enhance a major cross centre pedestrian route which has been criticised previously for lack of definition and interest. **(ii) Leeds Street Corridor Impovements** CCMS schemes generally discourage through and cross centre traffic from using the core centre streets with traffic diverted to more suitable peripheral routes, such as Leeds Street. However, lack of capacity at critical junctions is a deterrent that encourages traffic to persist with routes primarily intended to assist buses and cyclists. Initially two closely spaced junctions on Leeds Street and the carriageway between them will be targeted for improvement. **(iii) City Centre Network Enforcement** Lack of committed and consistent enforcement has led to extensive abuse of measures such as bus lanes and prohibition of turning movements, although designs seek to be largely self enforcing. The reduction in the level of through traffic in the centre, making it safer, more attractive and accessible for pedestrians, requires the use of such measures. However, the network, and especially the public transport network, will not operate effectively if the level of abuse continues to rise. If enforcement is not to involve increasing resource, more efficient and less costly methods must be introduced. To help achieve this, we are combining our available resources with those from other city centre initiatives, such as the Business Improvement District (BD) Implementation of intelligent, automatic enforcement systems will also assist in meeting the key CCMS objectives. Other measures will embrace: • Church Street/Lord Street refurbishment. • Improved cycling facilities • Improved pedestrian environment • Highways improvements • Improved freight distribution

Intervention	Measures
Single Integrated Public Transport Network.	i) Merseytram Line 1, linking Liverpool City Centre to Kirkby. In the city centre the line provides interchange with Lime Street Station, and bus facilities at Queen Square and Canning Place. It also provides direct links to the Paradise Street Development, Albert Dock and King's Waterfront. ii) Merseytram Line 1A- the completion of the Merseytram City Centre Loop linking from Canning Place via the Pier Head to Lime Street. The completion of the Loop will provide additional interchange opportunities with Mersey Ferries, and Moorfields Station, and provide additional connections to the Waterfront, the Commercial District and the Cultural Quarter. These proposals will be reviewed and reported in an addendum to this Plan in July 2006. iii) Merseyrail improvements and expansion; It is considered that the network is a major asset and resource to the City Centre and largely unique in the UK because of its extent and city centre underground section. Improvements to Central Station as a gateway to the Paradise Street Development Area scheme and rail/bus interchange at all four underground stations will be progressed, including new interchange facilities at James Street underground and Lime Street). Map 7.8 shows the city centre station locations. iv) The Lime Street Gateway. This will include internal improvements to the mainline station and improved connections to the Merseyrail network, Merseytram and buses. v) Expanded Park and Ride capacity is planned with significant capacity increases on the Merseytram network. vi) Construction of a new terminal facility for Mersey Ferries at the Pier Head vii) Improved bus interchange facilities, and viii) Major improvements to the Merseyside bus fleet, including the continuation and extension of City Centre CATCH bus services.

Intervention	Measures
Car Park Management	Cap the total number of off-street publicly available car parking spaces at 16,500. Reduce the proportion of commuter parking in off-street car parks by restructuring the tariff. Keep the total amount of Private Non-Residential (PNR) car parking spaces to a minimum. The present total is 13,100 spaces. A separate strategy will be drawn up for this aspect of parking provision. Keep the number of private parking spaces made available for City Centre residents to the minimum consistent with supporting the forecast expansion in City Centre living. Restrictions will be enforced through the SPD. Ensure adequate car parking facilities for the mobility impaired at key locations throughout the City Centre. Ensure adequate bicycle and Powered Two Wheeler parking throughout the City Centre. Monitor car park provision and usage on a quarterly basis up to 2008 and bi-annually thereafter. Review and benchmark tariff structures on an annual basis. Investigate public transport links between car parks.
Freight distribution	VMS. Highway capacity improvements – Hall Lane/Edge Lane. This is shown in Map 7.9
Intelligent Transport Systems	Introduce comprehensive VMS for the city centre to improve driver information and improve vehicle circulation. This is part funded by Grosvenor as part of the Liverpool One development. Implement a car park guidance system by 2008 to reduce unnecessary circulation. Implement journey time monitoring within key routes in the City Centre. Monitor air quality in real time. Implement common databases across systems.

Intervention	Measures
Smart Choices	Examine and implement car clubs and car free living. Build on the CATCH project to explore car free housing and car clubs. This will be taken forward through our leadership of the Europe funded MIDAS project. Work with Chamber of Commerce to establish a wide ranging and proactive travel plan programme for the City Centre. Establish joint promotional and marketing initiatives to discourage car usage. Promote cycling and walking.
Air Quality Management	Examination of Low Emission Zones. Develop CATCH project to introduce cleaner vehicle technology operating in the city centre. Implement AQAP

Map 7.8 Rail Stations in the City Centre

Map 7.9 Access to the City Centre – Edge Lane/Hall Lane

Further Congestion Management

7.74 We have set out in Chapter 5 our intention to bid for TIF to allow further detailed examination of the possible impacts of faster then anticipated traffic growth, and examination of appropriate policy and technical solutions.

7.75 We welcome the Government's initiative on a national road user charging regime and consider this to be a more fair and equitable way by which to manage car use. It will be vital that any national scheme actively supports and encourages the use of sustainable transport choices.

7.76 We also believe that any possible road user charging scheme should be conditional upon the ability to hypothecate revenue to fund cleaner, greener and safer public transport/sustainable transport measures.

7.77 At the local level we have already stated that it would be wrong to rule out any future possibility of more radical demand management measures or road user charging within Liverpool as part of the development of future local transport plans. This would need to be considered in instances where the regeneration of the City became threatened by steep increases in traffic, by environmental degradation and significantly unreliable journey times.

7.78 We consider that the following factors will be considered as part of our examination of potential RUC measures:
- Air quality – the trigger point will be the continued need for AQMA declarations in Liverpool caused by NOx or exhaust particulates;
- Congestion – in circumstances whereby person delay increases beyond the level set for the Person Delay Indicator Routes identified in Liverpool (implementation of this trigger only to be considered after construction is complete on all PDI routes in Liverpool in 2008 and accepting that traffic peaks towards the mid-life of the LTP will be experienced as a result of the major events outlined previously); and
- Unacceptable traffic growth into the City Centre – whilst the current growth limit is considered manageable in terms of congestion, breaching our 7% traffic growth level measured on the City Centre Cordon, would not be considered acceptable if we are to seriously address air pollution issues, and therefore would constitute an appropriate trigger point to consider further measures. We will develop these ideas further in the proposal we will submit in July 2006.

European Capital of Culture

7.79 It will be appreciated that in the short term, significant peaks will be experienced as a result of major events in the City Centre, such as Capital of Culture in 2008. However, these overall growth levels are considered manageable and acceptable within a regenerating city.

Managing Visitors

7.80 The focus of the European Capital of Culture events will be in the City Centre. It has been estimated that up to 11 million visitors will be attracted to the City throughout 2008. The potential long-term legacy of these visitors for the profile of the region and ongoing tourism-related growth beyond 2008 is considerable. Planning is now ongoing on how to manage the anticipated large influx of people into the City Centre. Fuller details of the events planned for 2008 will not be known until the autumn of 2006.

7.81 It has been decided not to plan the events and then plan how to cope with the resulting demand, but rather to estimate the capacities of the City Centre and transport systems first and plan the events within that context.
(i) Firstly, the physical capacity of the City Centre to handle various types of event is being modelled. This will be based on a model which can establish the potential capacity of any street in Liverpool. The formula will be reviewed by the UK Centre for Crowd Management Studies.

(ii) Secondly, the transport system, both private and public, is being reviewed to establish the maximum number of visitors that can be safely handled to access the City Centre at any given time. Park and Ride is seen as a key element as it will help to maximise capacity for people who use a car for the first part of their journey, and will enable the better management of arrivals and dispersals.

7.82 Trains are recognised as one of the keys to the mass transport of people and such issues as capacity of stations, platforms and trains will be analysed. Issues of working with train operators, Merseytravel and Network Rail will be explored including planning and minimum notification periods for both additional and enhanced services.

7.83 We will also be examining the essential role of park and ride facilities both as longer term initiatives but also more short term measures for particular events. The role of the ferries will be potentially important. We discuss the important role of taxis and coach parking in chapter 6.

7.84 The management of the highway network, both within the City Centre, and on key routes to the City Centre, will also be reviewed and key issues identified.

7.85 The output from the above is expected to be both an approach to managing demand through the year and a series of individual plans for peak periods and events. Understanding the overall parameters will allow event planning and the transport and crowd management planning to be taken forward together.

7.86 The above work is being steered by a partnership of Liverpool Culture Company, Liverpool City Council Highways Management and Merseytravel. The final report is due in mid 2006 and will form the basis for managing transport in 2008. Further details will be provided, if possible, in the Delivery Plan in July 2006.

Best Practice: City Centre Movement Strategy (CCMS)

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

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

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

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

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

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

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

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

The Mersey Ports

7.87 As discussed in Chapter 6, the umbrella Greater Merseyside Freight Quality Partnership, involving the Merseyside District and Halton Authorities, Merseytravel, Highway Agency and Freight Transport Association considers the recommendations of the Freight Study, and resultant Freight Strategy within LTP1, are robust and should continue to form the basis of promoting sustainable distribution for Greater Merseyside over the next five years.

7.88 The LCRDP recognises the Mersey Ports as perhaps the region's biggest 'unique selling point' and reports for the Northern Way define the ports as a national asset based on the hinterland of the ports particularly in terms of the North American international trade, and illustrate the potential growth of the Ports under a number of assumptions. Chapter 3 set out proposals under a Ports growth strategy led by Mersey Maritime.

7.89 The Mersey Ports comprise:

1. The Port of Liverpool – Seaforth/Bootle and North Liverpool.

2. The Port of Liverpool - Birkenhead Docks

   The Port of Liverpool is operated by Peel Ports formerly Mersey Docks and Harbour Company MDHC).

3. Garston Docks (operated by Associated BATL Ports).

Map 7.10 The Mersey Ports

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

7.91 Of this 18 million tonnes is currently transported by road, rail and water, as Figure 7.17 shows:

Port of Liverpool Seaforth/Bootle and North Liverpool – North Docks

Figure 7.17 – Port Tonnage by mode.

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

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

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

Figure 7.18 Total Port Traffic in tonnes 1993-2003

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

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

7.94 The key road link for port access is the A5036 Core Trunk Road, linking Seaforth entrance with the M57/M58 at Switch Island. This currently carries around 35,000 vehicles per day of which over 5,000 are HGV's. In addition the A565/5058 route around Liverpool provides a significant alternative route. Map 7.11 illustrates these routes.

Map 7.11 Access Routes to Seaforth Dock

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

7.96 In the short term, the local authorities strongly support maximisation of enhancing rail freight opportunities, with the growth in HGV traffic being accommodated within existing highway networks and managed via the NMD through Route Management and Mitigation strategies. Measures being promoted include: better management of the road space using 'intelligent highway' techniques, restrictions, landscaping noise barriers and quieter road surfaces. There is considerable public support for this approach demonstrated through recent consultation (see Appendix Thirteen for more details).

7.97 Under projected growth scenarios to 2016 it is considered rail has the potential to attract between 6.07 and 8.85 million tonnes per year, requiring a minimum of 21 train paths per day. This would require improvements to increase train paths and to increase the size of containers that can be transported. A package of measures has been proposed by the Merseyside Local Authorities in partnership with Peel Ports to provide the required capacity as follows:
- Gauge enhancements to accommodate ISO 9'6" Containers (Seaforth to WCML) – Total cost £1.5m.
- Reinstatement of the Olive Mount Chord and signalling enhancements (Bootle Rail freight Branch onto Liverpool to WCML routes) – Cost £8m.

7.98 This proposal is currently being examined as part of the Northern Way 'early wins' initiative and is described in greater detail in Chapter 15.

7.99 In the longer term, as the A5036 Core Trunk Road is classified as a Route of National Importance, proposals to address capacity and environmental issues will need to progress through the priorities of Regional Transport Strategy within Regional Spatial Strategy Guidance.

7.100 Traffic in the Switch Island to the Port Corridor also impacts on other strategic transport movements to Southport and the Atlantic Gateway Strategic Investment Area. As a consequence, high volumes of through traffic cause congestion and delay on local roads, with resultant environmental and safety problems and significantly reduce the opportunity to promote more sustainable modes for local access.

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

7.102 Sefton Council as the local Highway Authority has progressed options to address the local situation, including a proposal for a new link road from Switch Island to the A565 at Thornton. This would remove the impact of through traffic on local communities in addition to providing additional capacity on the A5036 Core Trunk Road to aid movements to the port. There is strong local community support for this proposal. The importance of this scheme has been reflected in its ranking within the top quartile of scores assessed for the RFA. This would also provide an initial stage in any Highway Agency strategy for longer term solutions to increased capacity for Port Access. Map 7.12 shows the location of this proposal.

Map 7.12 Thornton/Switch Island

7.103   Clearly action to address local and regional needs as well as pan Northern and national considerations, must be co-ordinated, hence the Merseyside Authorities will be working with the HA, RDA and Northern Way as well as the Regional Authorities regarding transport priorities affecting this transport corridor, and the potential for targeted capacity improvements to aid port development and address local safety and environmental concerns.

Port of Liverpool – Birkenhead Docks

7.104   Port activity at Birkenhead Docks has increased significantly since the early 1990s, and includes operation of the recently constructed Twelve Quays RoRo Terminal on the River Mersey that serves the Irish Sea. The Birkenhead dockland area already has good connections to the national motorway network and there are proposals to reconnect the Birkenhead Freeport to the rail network. The development of the docks and the surrounding industrial hinterland are a key part of urban regeneration initiatives being promoted and supported by Metropolitan Borough of Wirral Council in partnership with Peel Ports. The growth and increasing diversity of cargoes handled within Birkenhead Docks creates a platform for the transfer of cargo from road to rail, and the restoration of the rail freight link is seen as an important aspect of continued development to improve transport links in the area.

7.105   Following recent investigations to determine the preferred option for such infrastructure and ensure best value for money, a proposal to reinstate the existing rail link on the south side of Birkenhead Docks to the main network at Bidston has been determined. Part of this existing line is in the ownership of MDHC and the remainder with Network Rail. Recent inspections have concluded that minimal work is required to reintroduce rail freight operations, which makes the scheme very desirable. It is hoped that a potential funding package utilising funding allocated under SRB6 can be finalised for the estimated £1.4 million scheme, and a timetable proposed that would see the first train operating in 2007.

7.106   Wirral MBC are currently progressing the design of a junction improvement to benefit traffic on the Borough's strategic freight network. Located on the A5139 at its junction with the A5027, between the RoRo at Birkenhead docks and the Kingsway Tunnel to Liverpool. Proposals include provision of measures to improve traffic management and junction efficiency, particularly in the event of an incident on the tunnel approach roads forming part of the viaduct at Junction 1 of the M53 requiring diversion of vehicles. Works are anticipated to be substantially undertaken during 2006/07 at an approximate overall cost of £450k. Map 7.13 shows the location of Birkenhead docks.

Map 7.13 Access Routes to Birkenhead Docks

Port of Garston

7.107   The Port of Garston is the most inland port of the Mersey and comprises a 200-acre dock estate. The majority of traffic originates from the short sea market and it handles 600,000 Tonnes of predominantly dry bulk cargo per annum.

7.108   With the shift from coal to industrial dry bulk over recent years new trades are emerging, resulting in increased investment in new facilities and services. The port's strategy is to capitalise on the potential for short sea shipping and is looking to serve a hinterland extending from Merseyside, Lancashire and Cheshire to the West Midlands.

7.109   The Port is 12 kilometres from the M62 at Junction 6 (the Tarbock Interchange), linked by the dual carriageway A561/A562/A5300. Proposed improvements by the Highways Agency to the Tarbock Interchange, estimated to be commenced in 2008/09, will improve journey time reliability to the port.

7.110   Traffic management improvements on the A561 have improved movements south, but peak time congestion is an issue on the Silver Jubilee Bridge. Halton Borough Council's proposed new Mersey Gateway crossing is essential for the future development of the Port. Map 7.14 shows the location of the port.

Map 7.14 Access Routes to Garston

The Strategic Investment Areas (SIAs)

7.111   There are seven SIAs in Merseyside developed as part of the European Objective One programme to direct investment. The Merseyside District Authorities, Merseytravel and the Highway Agency have entered into a Memorandum of Understanding to facilitate a partnership approach to the impact of developments in the areas.

7.112   A framework for assessing the impacts of development proposals has been agreed and will set out the required multi-modal packages of transport improvements to facilitate the developments that will be delivered.

7.113   The SIA Transport Impact Assessment Model incorporates land use and traffic data and public transport accessibility indices.The model has been updated to a 2005 base to take account of completed and revised development and network improvements. The result will support the future development of programmes, interventions and schemes.

Factors Influencing Future Freight Development

7.114   As we noted in chapter 6 within the industry there is a strong consensus that the working time directive could increase daytime HGV traffic, particularly at peak times and light goods traffic more generally, which could impact on congestion in and around Merseyside.   This may make rail freight a more attractive alternative.

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

Priorities

7.116   To determine priorities for freight interventions, the Greater Merseyside Freight Group has commissioned two sets of consultation.

7.117   Consultation with the industry has revealed journey time reliability as the absolute priority. This reinforces the importance of our approach to network management as set out in Chapter 6. This requirement also shapes our priorities for action, which also have to balance the needs of residents who are affected by the effects of HGV traffic levels and consequent impact on air quality and noise.

Priorities for Action – Policy Initiatives

- Continue to work effectively with the Highway Agency, Network Rail and Stakeholders and keep residents whose lives are impacted on by freight movements informed and involved.
- Promoting effective and efficient freight movements by maintaining reliable journey times on the Strategic Freight networks through our Network Management Duties.
- Reviewing HGV access restrictions to main and local centres and promoting effective enforcement, and appropriate publicity to highlight access arrangements and destinations.
- Measures to encourage freight movements onto the rail network to ease congestion on the highway network, including marketing to potential users.
- We will work with developers and operators to promote multi-modal interchanges and related employment development at existing and proposed sites, ie:
  - > Ports of Liverpool (Liverpool and Wirral Waterfronts)
  - > Ditton, Halton
  - > Knowsley Rail Freight Interchange
  - > Parkside, St Helens
- We will work with the promoters of developments with significant freight implications to ensure the promotion of sustainable distribution principles. There is further discussion of these issues in Chapter 7.
- Effectively interpreting and monitoring freight industry/local authority needs and developments, and progressing to targets. The Merseyfreight website now includes a link to the GIS spatial analysis tool Strat-e-gis, to provide a 'Freight Atlas' of the region. This has a number of layers representing base freight and network information, land use, consultation results and network improvement programmes.

5 Year Programme: Strategic Road Freight Network

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

At the present time the following sites on the Strategic Road Freight Network have been identified or are under consideration for improvement within the timescale of LTP2:
- Progress the Edge Lane and Hall Lane Schemes to improve access to Liverpool City Centre.
- M62/M57/A5300 Tarbock Interchange

Capacity improvements programmed to commence in 2008/09.
- M53 Bidston Moss Viaduct

Strategic freight route linking M53 with Wallasey Tunnel subject to a 3 tonne weight restriction due to structural deficiency of the structure. Consideration of proposals to permit lifting of restriction in progress.

- M6 Junction 23

Capacity Improvements
- M62 Junction 7

Capacity Improvements
- Blackbrook Diversion
- Capacity and Environmental ImprovementsA565 Derby Road Improvement

Map 7.15 Freight Highways Improvements over the next five years

Liverpool John Lennon Airport

7.118   Liverpool John Lennon Airport has in recent years benefited from significant private sector investment to improve its facilities and in parallel has experienced rapid growth in its passenger throughput. It is estimated that 4.4m passengers will have used the airport in 2005. It is anticipated that this will rise to 6.8m in 2008. This will bring increased employment as was illustrated in Chapter 4. Map 7.16 shows the location of LJLA.

Map 7.16: Location of LJLA
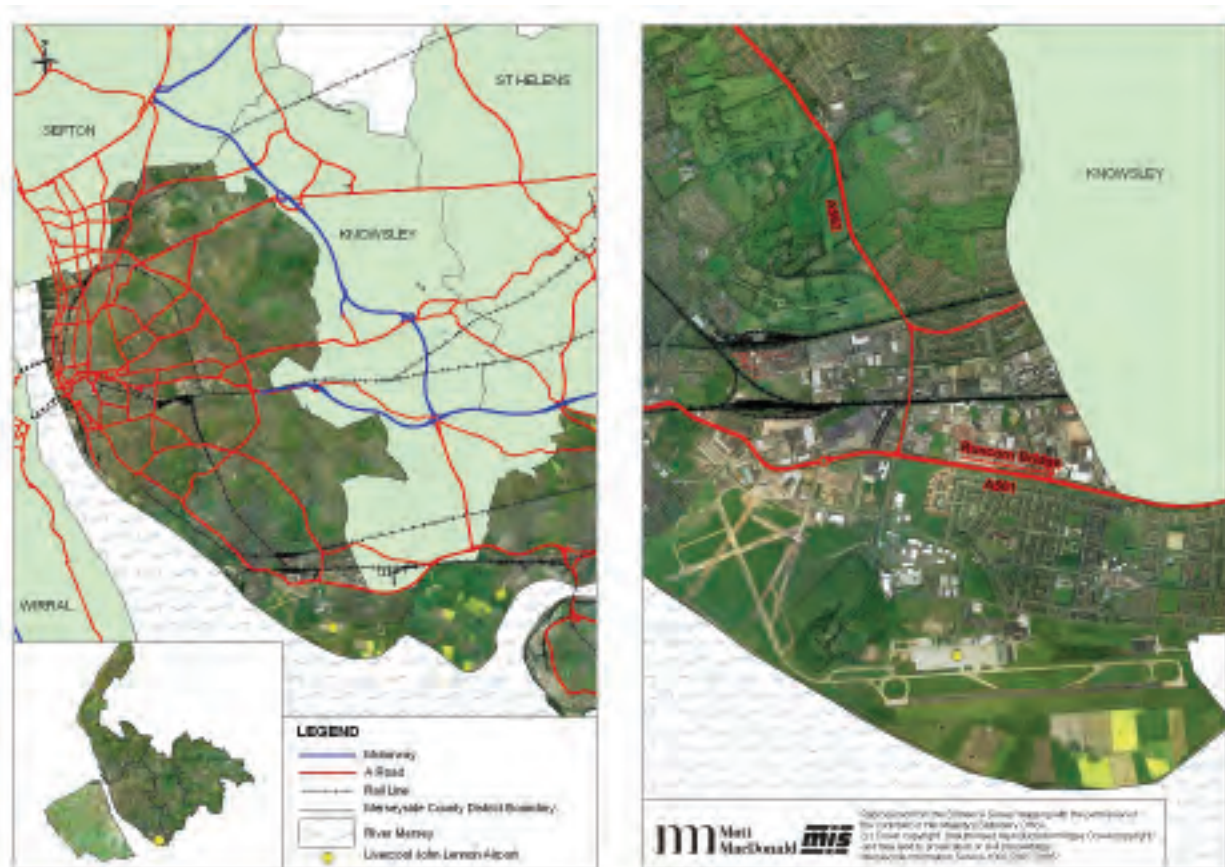
7.119 The Airport is a major employer; and currently there are 2,500 employees at the airport. It is recognised as a major economic driver for the City Region and a key element of the connectivity strategy to ensure the sub region is well connected nationally and internationally.

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

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

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

7.123 The ASAS includes targets for passenger modal shift and reducing the number of unaccompanied car journeys by staff. The targets are shown in Figure 7.19 and Figure 7.20. Figure 7.21 shows the target figures for car growth.

Figure 7.19 Final Mode to LJLA for Passengers

%	Car/Hire Car	Taxi	Public Transport	Other
2005	63.2	19.7	10.4	1.5
2003	63.5	20.9	10.2	0.5
2002	65.1	20.1	9.1	1.9
1999	64.8	27.0	4.5	0.5

Figure 7.20 Final Mode to LJLA for Staff

%	Car/Hire Car	Taxi	Public Transport	Walk/cycle
2005	85	1.6	6.8	4.6
2003	77	2	12	7
2000	73	4	8	16

Figure 7.21 % Targets for Car Trips by Staff

2008	60%
2011	57%
2016	54%

7.124   It is notable that the 2005 target for passenger modal spilt was achieved in 2003 (source: 2003 CAA Airport passenger survey) – this demonstrates that progress is being made to improve public transport facilities, services and patronage.

7.125   Another important issue is to ensure that efforts to promote modal shift and sustainable access to the airport are not prejudiced or undermined by the establishment of off-site airport car parks which do not accord with the prevailing planning policy and the ASAS.   It is crucial that local planning policy supports this approach.

7.126   Schemes such as Liverpool South Parkway, Merseytram Line 3, the Halton Curve reinstatement, and related rail line improvements, and the New Mersey Gateway Crossing are anticipated to enhance accessibility within South Liverpool and to Liverpool John Lennon Airport.

7.127   The Airport are working with Merseytravel in a European funded Interreg programme. The PARTNER project aims to examine the best means of integrating air traffic through the airport with the local transport network including examination of ticketing and information. As part of this project an agreed alignment for a possible future fixed link between the airport and Liverpool South Parkway will be examined.

Air Freight

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

Eastern Access Link

7.129   The need for strategic highway capacity improvements to the Speke Boulevard corridor has been subject to considerable analysis by the Airport, Liverpool City Council and other key stakeholders. The LTP partners view the proposed Eastern Access Link, which would run between the A562 Speke Boulevard and Hale Road as an integral part of the forthcoming planning application for the expansion of the airport. The scheme is vital to the wider city-region growth strategy, and is fully supported, in principle, as part of the LTP's transport strategy.

7.130   The scheme would provide traffic relief to the Speke area, together with more direct access to the Airport. The latter is especially relevant in view of the growing regional importance of the airport to the North West and North Wales and in relation to the Mersey Gateway proposal.

7.131   The link is also important to address the highway congestion problems that would occur in south Liverpool as the airport continues to grow, especially from the point of view of facilitating access to the Speke-Garston employment areas.   The promotion of the scheme accords with the 'managed transport growth' scenario set out within the LTP and the need for targeted improvements to the transportation network.

7.132   The benefits of this scheme will be 'locked-in' by means of current and proposed sustainable surface access improvements to the airport, such as Liverpool South Parkway and proposed reopening of the Halton Rail Curve. The LTP contains a draft target by which to secure a shift to sustainable travel to the airport.

7.133   Some of the proposed route is under the jurisdiction of Halton Borough Council and the second Halton LTP is supportive of growth at the airport and to the construction of the road. Both the Halton and Merseyside LTP partners are committed to working in partnership to delivering improved surface access to the airport.

7.134   As such, whilst fully supporting the principle of the Eastern Access Link, the Merseyside and Halton LTP partners do not believe that the use of LTP integrated transport or major scheme funds to deliver the scheme would constitute the most effective use of these limited funds.

7.135   Accordingly, the use of appropriate private sector and non-LTP funding to deliver this scheme is supported by the LTP partnership. The LTP partners will also work closely with Peel Holdings to help identify appropriate funding sources to achieve this.

5 Year Programme: LJLA

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

Measuring Performance

By 2011 14% of all air passengers will arrive at the airport by non-car mode.

The School Run

7.136   The Merseyside Countywide Survey shows that the proportion of children driven to school has increased from 29.1% in 2001 to 31.8% in 2005 with bus use slightly in decline and other modes remaining relatively constant. Emerging figures from the School Travel Plan programme to date indicate a measurable positive effect on car use reduction and increasing walking amongst these schools. We are committed to continuing and expanding the School Travel Plan programme to engage with all schools by 2010 and to bring about more sustainable travel patterns for these journeys. Actions to constrain and reduce car use for the school run are regarded as a priority for this LTP.

7.137 Increasing the use of sustainable modes for journeys to school will not only have an impact on potential localised congestion but will assist other policy areas such as road safety and the 'Choosing Health' agenda in tackling levels of health and obesity levels. The Merseyside Smarter Choices initiative is developing strong joint working arrangements with the health sector on these issues, which are being developed through the Merseyside School Travel Strategy. Details are in Appendix Five.

Best Practice

Billinge Chapel End Primary School

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

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

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

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

Chapter 8:
The Shared Priorities:
Air Quality

LOCAL TRANSPORT PLAN
MERSEYSIDE

8.1 In this chapter we describe how we have identified areas of poor air quality and our approach to addressing the problems.

Poor air quality due to emissions from traffic has resulted in two areas of Liverpool being declared as Air Quality Management Areas. Poor air quality affects communities both by having negative effects on health of residents and the economic attractiveness and prosperity of the area. This often has particular impact on our most disadvantaged communities and this has also been highlighted by the SEA and HIA which were described in Chapter 3. Action to improve air quality is required. Chapter 7 has outlined the balance that must be struck between addressing air quality and increased traffic growth with the need to support Merseyside's continuing economic growth.

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

We will measure our performance by:
• Improvements in air quality in the AQMAs in terms of traffic related NO_2 concentration by 2010:-
> AQMA 1 Crosshall Street   -   28%
> AQMA 1 Islington Square   -   12.8%
> AQMA 2 Bowring Park Road   -   10.46%

We will also
• Monitor improvements in the quality of the bus and taxi fleet across Merseyside.
• Monitor traffic levels in the AQMAs
• Develop the Merseyside emissions inventory to provide early warning of further problem areas.

Present Situation

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

Map 8-1: Indicative pollution concentrations for nitrogen dioxide and particulates in Merseyside
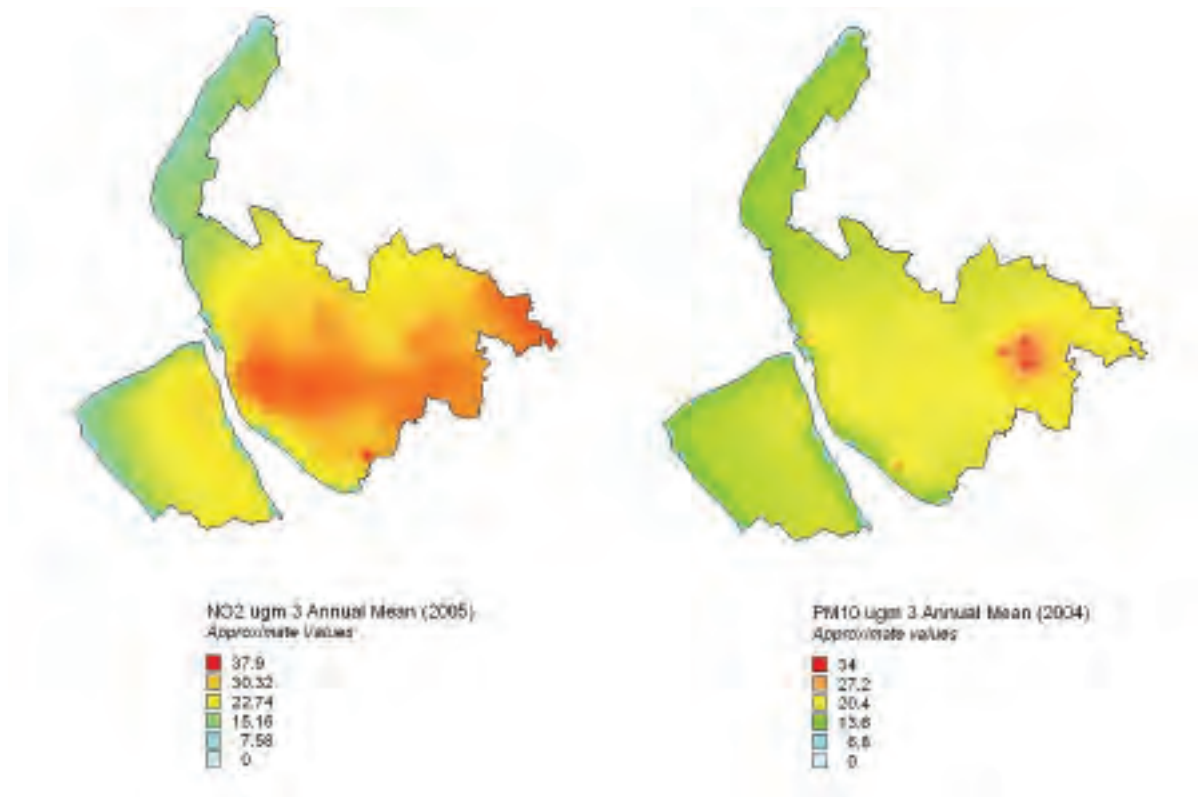
NO2 ugm 3 Annual Mean (2005)
Approximate Values

■	37.9
■	30.32
□	22.74
■	15.16
■	7.58
□	0

PM10 ugm 3 Annual Mean (2004)
Approximate values

■	34
■	27.2
□	20.4
■	13.6
■	6.8
□	0

8.3   Map 8-1 above, derived from the National Atmospheric Emissions Inventory illustrates the indicative pollution concentrations for nitrogen dioxide and PM10 (Particulate Matter less than 10 microns in size) across Merseyside for 2005 and 2004 respectively.

8.4   It should be noted that the indicative levels illustrated above are all below the National Air Quality Strategy objectives for both pollutants. As would be expected, higher levels of both pollutants can be seen across the predominantly urban areas of Merseyside.

8.5   All the local authorities in Merseyside have undertaken air quality reviews, and assessments in accordance with the National Air Quality Strategy (NAQS). The initial assessments (Stage 1 and Stage 2) identified areas where national air quality objectives may be exceeded.   The Stage 3 assessment required detailed dispersion modelling in these areas of emissions from sources including road traffic, industry, and the domestic and commercial sectors. These assessments showed that most of Merseyside remains well within the air quality objectives, and only some parts of Liverpool were not expected to meet the objectives.

8.6   The Stage 3 Review and Assessment for Liverpool identified that there were areas that were likely to exceed the annual average nitrogen dioxide (NO_2) objective of 40μgm^{-3}. As a result of the Stage 3 Report and following a wide-ranging consultation, the City Centre and M62/Rocket Junction were declared Air Quality Management Areas (AQMAs) in June 2003. AQMAs are locations where the prescribed objectives are not likely to be achieved and where members of the public might be exposed to poor air quality.

Map 8-2: AQMA Liverpool City Centre
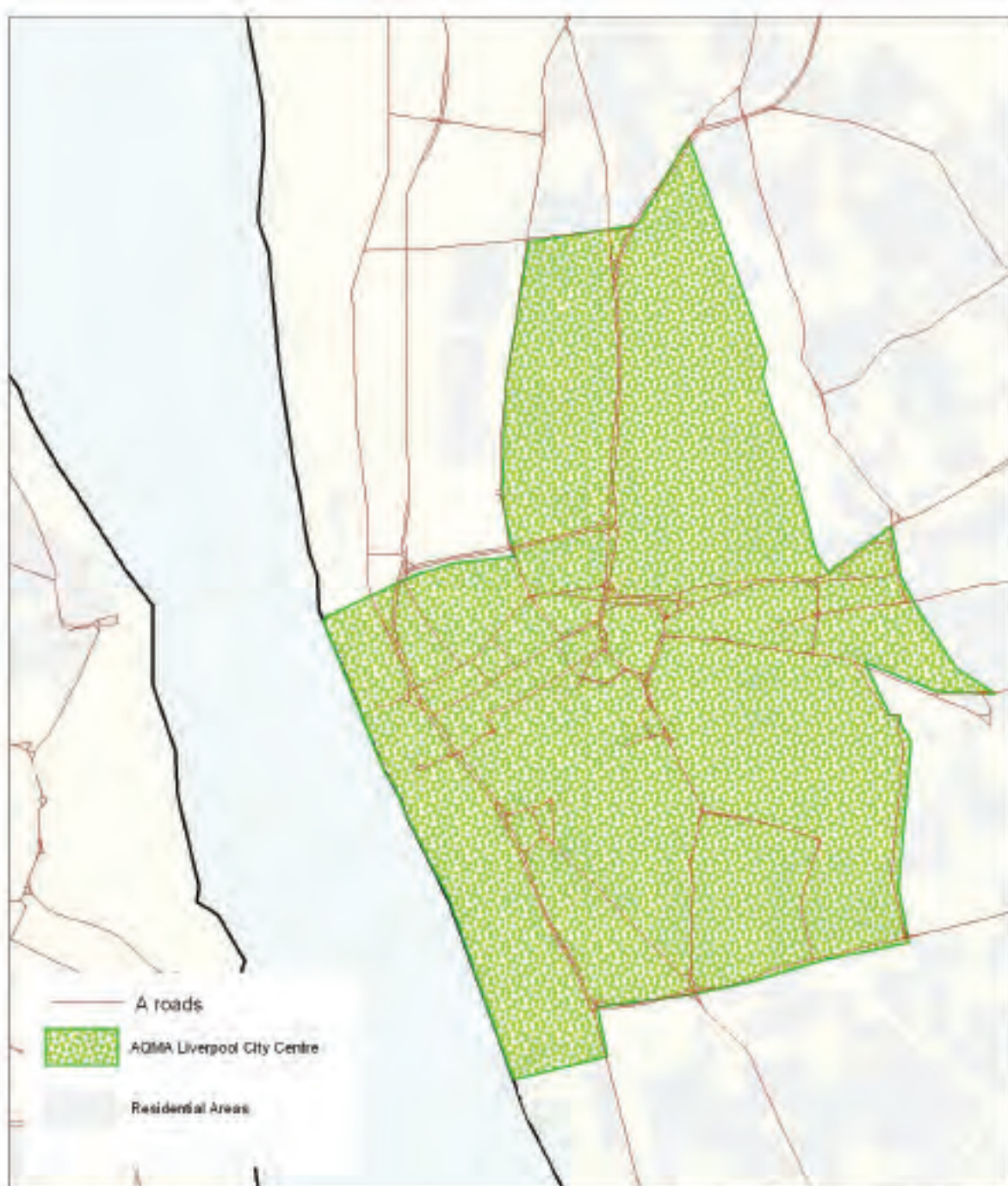
A roads

AQMA Liverpool City Centre

Residential Areas

Map 8-3: AQMA - Rocket Junction - Liverpool
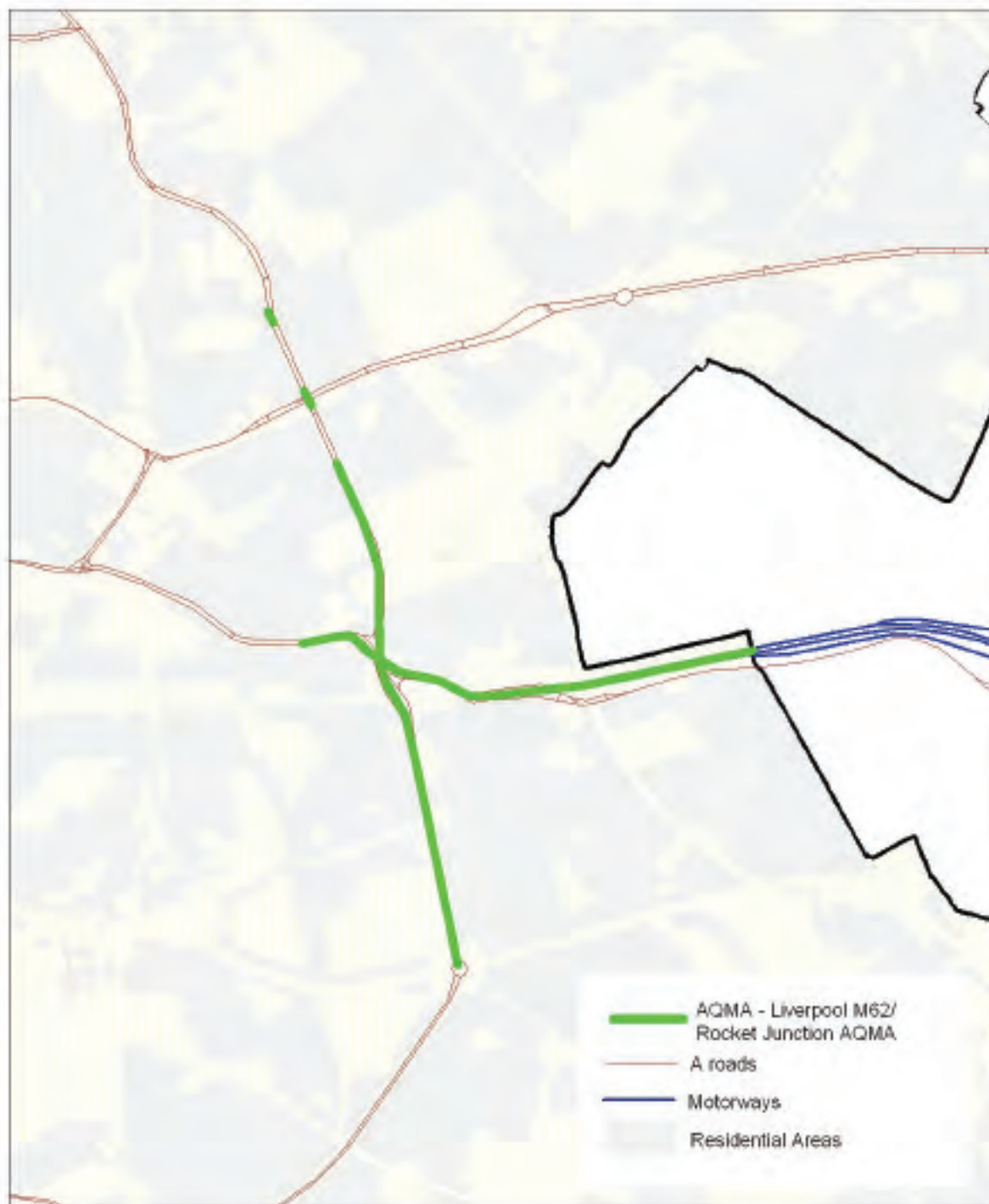
AQMA - Liverpool M62/ Rocket Junction AQMA
A roads
Motorways
Residential Areas

8.7 Liverpool City Council carried out a further detailed assessment (Stage 4) of air quality which was completed in June 2004. This identified the contribution that different sources made to the nitrogen dioxide levels within these areas, and quantified the improvements needed. The Stage 4 report found that traffic was a major source of the nitrogen oxides (NOx) pollution. Cars are the main problem at the M62/Rocket Junction, and diesel vehicles (constituting buses, HGVs and possibly taxis) are the main problem in the city centre. Emissions of NOx from local traffic accounted for approximately 50% of the total modelled oxides of nitrogen concentration at the most affected properties within the city centre, (AQMA1) and 50% in the Liverpool M62/Rocket Junction, (AQMA2). Figure 8-1 shows this.

8.8 There is a complex relationship between the two components of NOx, (NO (Nitric oxide) and NO_2) and other pollutants such as ozone. Combustion processes in air produce nitric oxide and nitrogen dioxide, collectively called 'oxides of nitrogen' or NOx. Normally, much more NO is produced than NO_2. However, once emitted into the atmosphere, NO reacts with ozone or oxygen to form NO_2. The recommended national air quality standards have been set based on scientific and medical advice on the effects of pollutants on health. As NO_2 is an irritant to the respiratory system, the national air quality objective has been set specifically for NO_2.

Figure 8-1: Sector breakdown of annual NOx emissions in 2002 within Liverpool City Council boundaries:

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

[Data from NAEI for 2002]

8.9 An indication of the scale of reductions required to achieve the national air quality standard for nitrogen dioxide by 2005 was derived from the Stage 4 assessment work which estimated that a 30% reduction in traffic (and thereby emissions) at the M62/Rocket junction AQMA2 would be sufficient. However, even a 40% reduction in traffic in the city centre AQMA1 would not be sufficient to meet the air quality objective for 2005 at the most affected locations.

8.10 In the City Centre AQMA, it is only limited areas that are exposed to levels of

air quality lower than required. In declaring the wider city centre area (shown on Map 8-2), the City Council took the view that a holistic package of measures across this wider area would be the most effective option. Measures proposed consist of Smarter choices, improved public transport, including improved bus flows, limiting traffic growth, and best quality improvements in the taxi and bus fleets. This is the package of measures proposed in Chapter 7 as the means to constrain traffic growth to the city centre. A Low Emission Zone (LEZ) for Liverpool is proposed as an emerging Major Scheme in Chapter 15. Specific measures to address concerns in those locations most at risk from poor air quality however, can be brought forward at an earlier stage.

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

8.12 We have described elsewhere, that through the Bus Strategy, Merseytravel is examining the advantages of greater intervention in the bus market to, amongst a range of options, improve the quality of the fleet and service provided. When applied to the City Centre, a programme of fleet upgrades to the highest European standards would have the double advantage of improving air quality and accessibility, whilst modern clean public transport could contribute to a reduced level of car use, by offering an attractive alternative. Reduced levels of car use would in turn, reduce emissions and improve air quality.

Best Practice – The CATCH Initiative

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

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

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

Emerging Issues

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

8.14 For Liverpool, the USA identified the need for further Detailed Assessment (DA). The DA has been completed, and identified 12 areas all linked to main roads, where national standards were likely to be exceeded. The assessment of the numbers of people potentially exposed to these pollution levels showed the need to declare 6 more air quality management areas. It was therefore proposed that further monitoring and assessment would be carried out in order to verify these findings, before any commitment to declaring further AQMAs.

8.15 The locations of the possible new AQMAs are shown in Map 8-4:

Map 8-4: Possible new AQMA's
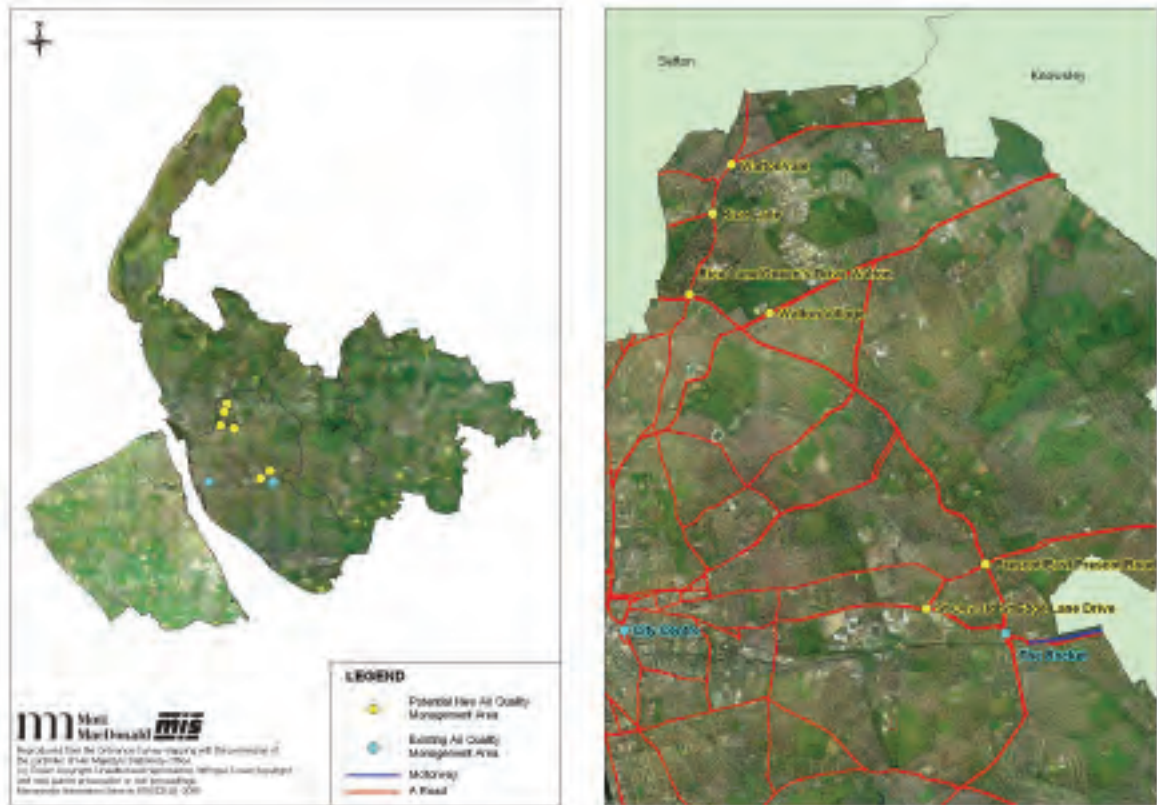
8.16 The city has not declared AQMAs in relation to particulate matter (PM10) but is aware and prepared for the possibility of increased values due to the increase in the activities of HGVs during the construction phase of the Liverpool One development. However, the Air Quality Expert Group (AQEG) has just published its report on the detailed requirements by government, which amongst other matters, concerns the long term future for PM monitoring.

8.17 Great importance has been placed on the need to assess smaller particulate sizes as these are most damaging to health, and the level of PM 2.5 is proposed as a standard. The debate is ongoing within the EU, and also concerns changes being considered with regard to limit values and exceedences of pollutants. No change has yet been made to the particulate objective.

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

8.19 For Sefton the USA identified the need for a DA. Their USA has been submitted to Defra and accepted. The DA and annual monitoring report was submitted to Defra in 2005.

8.20 As we have stated in Chapter 2, air quality is known to impact on the health of the community, and this is particularly noticeable in deprived areas. People living within Pathways Areas are more than twice as likely to die from respiratory disease than the average for England. These areas may also be further disadvantaged by poor accessibility to health, education, fresh food and employment and also subject to poor road safety records. Given the high mortality ratios from respiratory disease, improving air quality may well serve to reduce health inequalities. Traffic growth must be managed and controlled to improve urban air quality and reflect positively on the other shared priorities and quality of life issues.

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

Air Quality Action Plan

8.22 Liverpool City Council has developed its Air Quality Action Plan, setting out the measures that will be undertaken to meet the air quality objectives in the declared AQMAs.

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

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

Figure 8-2: Option consulted on within the draft Air Quality Action Plan for Liverpool.

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

Action Plan Development and Consultation

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

8.26 More detailed consultation has now taken place on the draft AQAP, which sought to gauge views on the range and prioritisation of measures contained within the draft AQAP. Respondents were asked to prioritise a list of options to tackle air quality.

8.27 Results of the consultation showed that the measures which received the greatest public support included:
- Contracts for quality improvements to bus services.
- More Park & Ride Schemes.
- Better signage in and around Liverpool.
- Employers to offer incentives not to use the car.
- Ban high polluting vehicles from the City Centre.
- More cycle lanes and cycle parking.
- Ban high polluting buses from the roads.
- Traffic lights that give priority to roads that are busy.

Options with least support include:
- More bus lanes.
- Traffic lights that give priority to buses.
- Car Clubs.
- Car Free Residential developments and Workplaces.
- Congestion charging.
- Fewer parking spaces in the City Centre.

8.28 The options from the consultation process (excluding Merseytram) were then grouped into 5 packages (as shown below) and incorporated into figure 8.3 produced by Netcen (Air Quality Consultants). The table includes modelled cumulative air quality benefits up to 2010/11 to give a prediction of the likelihood of meeting the Air Quality objective by 2010.
(A) Curbing traffic growth at 7% in the City Centre (as discussed in previous chapter).
(B) Eliminate congestion through improved signage, vehicle and bus priority SCOOT (improved traffic signal efficiency/operation).
(C) Bus Low Emission Zone (LEZ).
(D) HGV LEZ (as per proposed London Scheme).
(E) Car flow reduced by 10% due to TravelWise, Smarter choices, Car free developments, Travel Plans, and Supplementary Planning Guidance.

8.29 Figure 8.3 demonstrates that it is possible that the threshold is likely to be exceeded in the majority of places within the AQMAs.

Figure 8.3: Estimated Cumulative Air Quality Benefits by 2010 for the Listed Options

Receptor	Grid ref		Status	Baseline	Cumulative change in annual mean concentration with measures implemented					Resultant predicted annual mean concentration (µg/m3)	
					(a) 7% traffic growth	(b) Congestion eliminated	(c) Bus LEZ (Liv BES)	(d) HGV LEZ (London equivalent)	(e) Car flow reduced by 10%	NO_2	Change of exceeding objective
New Quay	333893	390568		41.79	-0.38	-4.11	-4.47	-6.04	0	35.75	Possible
Jn Water St/Georges Dock Gate	334112	390204		56.9	-0.67	-7.25	-7.96	-10.47	0	46.43	Probable
Dale Street	334341	390574		48.36	-0.5	-5.37	-10.28	-10.82	0	37.54	Possible
Jn James St/The Strand	334356	389872		42.45	-0.41	-4.39	-4.82	-6.33	0	36.12	Possible
Crosshall Street	334630	390596		59.73	-0.72	-7.82	-16.84	-17.19	0	42.54	Probable
Jn Stanley Road/Boundary Street	334792	392608	Within	43.06	-0.41	-4.39	-6.49	-8.02	0	35.04	Possible
Scotland Road	334866	391945	AQMA 1	47.79	-0.48	-5.23	-7.11	-8.98	0	38.81	Possible
London Road	335074	390736		45.49	-0.45	-4.82	-8.97	-9.56	0	35.93	Possible
Renshaw Street	335203	390010		50.6	-0.55	-5.94	-8.37	-9.81	0	40.79	Probable
Jn Daulby St/West Derby Street	335753	390658		44.73	-0.42	-4.56	-7.42	-8.12	0	36.61	Possible
Jn Moss Street/Prescot Street	335781	390843		54.51	-0.6	-5.92	-6.55	-6.85	0	47.66	Probable
Islington Square	335809	391023		56.33	-0.63	-6.85	-7.22	-8.98		47.35	likely
Edge Lane	339934	390500		40.68	-0.32	-3.44	-3.99	-5.18	-5.67	35.02	Possible
Queens Drive	340192	390590	Within	39.53	-0.29	-3.15	-3.33	-4.28	-4.85	34.67	Possible
Jn Edge Lane/Queens Drive	340218	390402	AQMA 2	42.26	-0.42	-4.55	-5.19	-5.91	-7.49	34.77	Possible
Bowring Park Road	340428	390348		45.6	-0.41	-4.41	-4.69	-6.71	-7.27	38.33	Possible
Rice Lane (2)	335910	395090		49.51	-0.5	-5.42	-7.97	-9.06	-9.71	39.81	Possible
Brunswick Road	336100	391250		47.27	-0.46	-4.98	-6.26	-7.27	-8.06	39.21	Possible

| Receptor | Grid ref | | Status | Baseline | Cumulative change in annual mean concentration with measures implemented | | | | | Resultant predicted annual mean concentration (µg/m3) | |
					(a) 7% traffic growth	(b) Congestion eliminated	(c) Bus LEZ (Liv BES)	(d) HGV LEZ (London equivalent)	(e) Car flow reduced by 10%	NO^2	Change of exceeding objective
Queens Drive Walton	336250	394840		47	-0.44	-4.77	-5.5	-7.52	-8.08	38.91	Possible
Walton Vale	336290	396580	Within	52.32	-0.56	-6.03	-8.34	-9.79	-10.56	41.77	Probable
Walton Lane	336520	394560	potential	47.79	-0.44	-4.76	-5.55	-7.31	-7.93	39.85	Possible
Townsend Lane	336665	392416	AQMAs	48.04	-0.48	-5.15	-8.26	-8.94	-9.53	38.51	Possible
St Oswalds Street	339145	390753		47.37	-0.46	-5	-5.79	-7.52	-8.23	39.13	Possible
Prescot Road(1)	339260	391210		48.09	-0.47	-5.1	-7.6	-8.67	-9.22	38.87	Possible

Notes

1. "Very likely" =>95% chance, "likely" = 80-95% chance, "probable" = 50-80% chance, "possible" = 20-50% chance.
2. LAWM.TG(03) method used to calculate NO^2 concentration.

Package of Measures

8.30 The air quality benefits discussed previously in this chapter, have been used in the development of the target and trajectories for air quality in the AQMAs. However, this has been a difficult tasks due to a number of issues.

8.31 Firstly, the distinctions between a number of the packages are not clear cut, particularly with the 7% traffic growth restriction in the city centre (Package A) and the 10% reduction in car flow (Package E). There is some overlap with regard to development planning options to both curtail traffic growth and to encourage the use of alternatives to the car. These impacts have been incorporated in the constraint of 7% traffic growth cap for the City Centre. To avoid double counting the impacts of Package E can only be applied outside the AQMA boundary. This is reflected by a zero value in AQMA 1 for the 10% reduction in traffic flow from package A in Figures 8.3 and 8.4.

8.32 The issues are further compounded by the fact that it is very difficult to quantify the outputs and timescales of the individual strands within the packages; for example, Government guidance states that Travel Plans can achieve modal shift from single occupancy car use in the region of 8-12%. However, at this stage we cannot predict, with any certainty, the number of Travel Plans that will come through the planning process, and when these will be progressed.

8.33 Package B is more easily defined as it involves traffic management measures to curb congestion, which are discussed in detail in Chapter 7. Package C, at its most basic, involves the full implementation bus operators fleet renewal policies as referred to within the Merseyside Bus Strategy. Package D involves the establishment of a formal Low Emission Zone (LEZ) in Liverpool and is discussed further in Chapter 15 as a Major Scheme.

8.34 Figure 8.4, assumes there are no obstacles to implementation and that all options are possible for the City Council. This process may require further refinement depending on the political acceptability of our ability to implement. However, given the estimated costs involved in establishing a formal LEZ in the City Centre, our targets are constrained because guidance for LTP2 states that, all targets should be developed on the premise that they are achievable without the intervention of a Major Scheme.

8.35 Figure 8.4 shows even with a basic LEZ there is a possible likelihood of exceeding the national target in several areas. These areas are the junction of Water Street/Georges Dock Gate, Crosshall Street, Scotland Road, Renshaw Street, junction Moss Street/Prescot Street, Islington Square, Bowring Park and all areas of the further six AQMAs.

8.36 This would indicate that the "do nothing" approach is not a realistic option for the City Council. The most effective package is package B which includes improved signage and traffic signals to aid the free movement of vehicles. However, this approach alone will not solve the air quality problems.

8.37 Defra expect that should the action plan fail to deliver the predicted reductions in emissions to meet the target in 2010, that Liverpool must set out what additional measures could be taken to meet the EU limit values, and to justify why these measures are not being taken. It is clear from our assessment that a City Centre LEZ offers the most realistic means of improving air quality. However, guidance states that any targets set must not require major scheme-funding; an LEZ for Liverpool would require this. Whilst further examination of possible future strategies to address Air Quality, including a city centre LEZ, is being undertaken, the LTP is proposing a package of measures to reduce the impacts of poor air quality. These are as set out in Chapter 7 for addressing rising traffic levels.

8.38 It is clear that air quality issues are integral to our strategy and programme areas, reflect the 'manage transport growth' approach. General air quality issues and, specifically, the proposed Air Quality Action Plan have been appraised as part of the Strategic Environmental Assessment of the LTP, which has provided further recommendations about the scope and implementation of the AQAP.

8.39 As well as the measures identified in Chapter 7 and the draft AQAP. The TravelWise partnership will introduce measures to promote the use of sustainable travel modes. Travel Plans will be supported by individualised marketing, car clubs and co-ordinated campaigns including Car Free Day (In Town Without My Car) linked to the liveability of the city. Consideration may be given as to whether a workplace parking levy would be appropriate for those organisations based within an AQMA which provide parking but have not produced a travel plan.

8.40 Increased city centre living allied to our revised pedestrian and cycling strategies are key components of efforts to improve air quality and accessibility across Merseyside and particularly in the AQMAs. Walking and cycling for short trips tackles those journeys which cause highest pollution from cars in areas where car journeys are undesirable. These modes are promoted strongly in the draft AQAP and priority is given to walking and cycling in all district centres across Merseyside.

Figure 8.4 Options for Implementation

Receptor	Grid ref	Baseline	(a) 7% traffic growth	(b) Congestion eliminated	C. Bus LEZ	(e) Car flow reduced by 10%	NO$_2$	Change of exceeding objective
New Quay	333893	41.79	-0.38	-4.11	-4.47	0	37.32	Possible
Jn Water St/Georges Dock	334112	56.9	-0.67	-7.25	-7.96	0	48.94	Likely
Dale Street	334341	48.36	-0.5	-5.37	-10.28	0	38.08	Possible
Jn James St/The Strand	334356	42.45	-0.41	-4.39	-4.82	0	37.63	Possible
Crosshall Street	334630	59.73	-0.72	-7.82	-16.84	0	42.89	Probable
Jn Stanley Road/Boundary Street	334792	43.06	-0.41	-4.39	-6.49	0	36.57	Possible
Scotland Road	334866	47.79	-0.48	-5.23	-7.11	0	40.68	Probable
London Road	335074	45.59	-0.45	-4.82	-8.97	0	36.52	Possible
Renshaw Street	335203	50.6	-0.55	-5.94	-8.37	0	42.23	Probable
Jn Daulby St/West Derby Street	335753	44.73	-0.42	-4.56	-7.42	0	37.31	Possible
Jn Moss Street/Prescot Street	335781	54.51	-0.6	-6.52	-13.07	0	41.44	Probable
Islington Square	335809	56.33	-0.63	-6.85	-7.22	0	49.11	Likely
Edge Lane	339934	40.68	-0.32	-3.44	-3.99	-4.48	36.2	Possible
Queens Drive	340192	39.53	-0.29	-3.15	-3.33	-3.82	35.71	Possible
Jn Edge Lane/Queens Drive	340218	42.26	-0.42	-4.55	-5.27	-5.76	36.5	Possible
Bowring Park Road	340428	45.6	0	-4	-4.28	-4.77	40.83	Probable
Rice Lane (2)	335910	49.51	0	-4.92	-7.47	-7.96	41.55	Probable
Brunswick Road	336100	47.27	0	-4.52	-5.8	-6.29	40.98	Probable
Queens Drive Walton	336250	47	0	-4.33	5.06	-5.55	41.45	Probable

Cumulative change in annual mean concentration with measures implemented

Resultant predicted annual mean concentration (µg/m3)

Receptor	Grid ref	Cumulative change in annual mean concentration with measures implemented					Resultant predicted annual mean concentration (µg/m3)	
		Baseline	(a) 7% traffic growth	(b) Congestion eliminated	C. Bus LEZ	(e) Car flow reduced by 10%	NO²	Change of exceeding objective
Walton Vale	336290	52.32	0	-5.47	-7.78	-8.27	44.05	Probable
Walton Lane	336520	47.79	0	-4.32	-5.11	-5.6	42.19	Probable
Townsend Lane	336665	48.04	0	-4.67	-7.78	-8.27	39.77	Possible
St Oswalds Street	339145	47.37	0	-4.54	-5.33	-5.82	41.55	Probable
Prescot Road(1)	339260	48.09	0	-4.63	-7.13	-7.62	40.47	Possible

Monitoring

8.41 We recognise that more robust monitoring is required in order to fully reconcile the air quality and traffic growth targets. Options are currently being considered which involve utilising existing UTMC systems with additional real time roadside pollution monitoring, which will then feed back into a database (as described in Chapter 7) in order to influence traffic patterns and reduce pollution hotspots.

5 Year Programme

- Implementation of Liverpool's Air Quality Action Plan.
  - > Promotion of smart choices and raising awareness of health issues in partnership with TravelWise (**see also Chapter 6**).
  - > Traffic management measures will be introduced to reduce congestion as set out in Chapter 7.
  - > There will be active promotion of cycling and walking (**see Chapter 6**).
  - > A Merseyside Supplementary Planning Document is being prepared which will address the inclusion of sustainable transport and subsequently improve access to new developments.
- A feasibility study was undertaken into the impact of declaring Low Emission Zones (LEZs) in Liverpool city centre and the resultant impacts on key regional centres. The study indicated that an LEZ would be successful in reducing emissions from road traffic, but there were serious resource implications. Further work will be done to investigate the costs and resource implications of introducing and operating a preferred scheme in the city centre.
- Merseytravel will look to improve the engine standard of supported bus services through the Merseyside Bus Strategy.
- Promotion of freight from road to rail. This will be delivered through schemes such as gauge improvements of Olive Mount Chord.
- All authorities will continue the review and assessment process. This will include further air quality modelling of identified congestion 'hot spots' and areas with high traffic growth predictions.
- The Merseyside Emissions Inventory will be maintained and updated. This enables the authorities to estimate the contribution made by transport to overall pollutant emissions.
- Examination of the feasibility of creating a Merseyside air pollution monitoring network which could be integrated with the development of ITS (**See Chapter 6**).
- The Health Impact Assessment examined the effects of poor air quality on disadvantaged communities.

(Additional research will be commissioned to examine this subject in more detail).

Chapter 9:
The Shared Priorities:
Accessibility

LOCAL TRANSPORT PLAN
MERSEYSIDE

9.1 This chapter sets out how we have developed an Access Plan based on a clear long term strategy to ensure equality of travel opportunities for all.

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

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

Our Aim

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

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

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

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

We will measure our performance by:
• Improving the % of workless Merseyside residents who are within 30 minutes of a major employment location by public transport – an average 1% per annum improvement.
• Improving the accessibility of 16 to 18 year olds not in education, employment or training (NEET) within 30 minutes of a post 16 education establishment by walking, cycling, bus or train – an average 1% per annum improvement.
• Maintaining a level of 95% of rural households within 800m of an hourly or better bus services.
• Improving accessibility for those with mobility problems:
    (a) Step free access at Merseyrail stations – 5 stations over next five years
    (b) Improve the bus network operated by fully accessible low floor vehicles, with accessible infrastructure

- We will also closely monitor other important factors:
  - (a) Affordability – cost of bus/rail fares
  - (b) Crime and fear of crime in and around public transport
    - > Number of broken windows reported on public transport.
    - > % of people discouraged from using public transport during hours of darkness.

Introduction

9.2 We have shown that overcoming accessibility barriers to key opportunities and services is the most important issue for this LTP, in particular the need to tackle the high levels of worklessness experienced in many of Merseyside's disadvantaged communities. This is a critical element of the local agenda and has been discussed earlier **(See Chapter 3)**.

9.3 The Accessibility Strategy is crucial to support the social and economic regeneration of Merseyside and addressing the shared priorities. The Merseyside Accessibility Strategy sets out our agreed strategy for this including our priorities, milestones and outcomes, set out in the Action Plan in Stage Four. Committed partnerships have been put in place that will be engaged in this process. These partnerships will grow and develop over the lifetime of the LTP to meet the accessibility challenges set out in our programme.

9.4 Through the LTP, the Accessibility Strategy will promote the continuing development of an integrated transport network covering all modes to help overcome identified accessibility problems.

9.5 The Merseyside Accessibility Strategy sets out:
- What the accessibility issues for Merseyside are.
- Where barriers to accessing services exist.
- How the Access Stategy fits with key stakeholders' respective agendas.
- The approach to be adopted to deal with specific accessibility problems.
- Identification of potential funding streams.
- Priorities and suggestions for joint working with key stakeholders to overcome accessibility problems.

9.6 The strategy also sets out the key role of travel planning through the Merseyside TravelWise campaign, links with the revised Merseyside Bus Strategy and links with the TravelSafe initiative.

9.7 There is a continuing need to work with neighbouring authorities particularly within the Liverpool City Region, in developing the strategy as there are significant cross boundary accessibility issues for access to employment and training, healthcare and education and we are working with our partners in the Central Lancashire and Manchester City Regions to develop a strategy to improve cross boundary transport provision.

9.8 By developing schemes and initiatives which improve accessibility, significant contributions can be made to:
- Tackling issues of worklessness by promoting work as the best form of welfare for people of working age.
- Improving participation, attendance and attainment in education.
- Improving health and tackling health inequalities.
- Improving the availability of fresh food to help improve poor diets.
- Increasing participation in culture and sport.

9.9 Figure 9.1 sets out the approach we have adopted in setting out our longer term strategy and our detailed Action Plan.

Figure 9.1: The Accessibility Planning Process

4 STAKEHOLDER INVOLVEMENT

Pan Merseyside LSP JCP LSC/LEA/DPHs/PCTs/SHA/ HMRI	1. Strategic Accessibility Assessment • identify priority areas/groups • check on existing Policies and Programmes	Accession Map info BRES
LSPs LAs/local level stakeholders	2. Local Accessibility Assessments • identify local needs/objectives • develop set of requirements for local schemes	MSIO Pilot Studies Market Research Partner evidence
Pathways /NRHMRI Teams/CENs		Locally based research from LAs & Stakeholders
Bus ops through MBS, JCP, MCOTM/CTOs PCT/M29b/ PTS/, HoM Rail Strategy	3. Option Appraisal • consider full range of solutions • identify most practical & beneficial sub-set of options	LTP2 preparation Partners budget reviews
	Land use & spatial planning / Service planning & delivery / Transport Services / Virtual delivery	Workwise HOM Objective One
JCP/HMRI/ PCT/LSC/LEA/etc	4. Accessibility Plan Preparation • develop tightly defined action plan	Targets set linked to LSP/LAAs LAs local ind in place
	5. Performance Monitoring & Evaluation	LTP2 framework survey work

Stage One – Strategic Accessibility Assessment

The Wider Context

9.10 **Chapter 3** set out the framework for the LTP to support the continued economic growth and the social and economic regeneration of Merseyside and the wider Liverpool City Region.

9.11 The City regional response to the RSS states that:

"Accessibility and connectivity issues are incorporated as essential elements supporting regeneration and inclusivity. Accessibility into the City Region and within it is considered as a primary objective required both in terms of economic performance and social inclusion in an area where multiple deprivation remains a challenge."

9.12 There is a clear recognition that transport has a fundamental role. It is recognised that improvements in transport to support accessibility underpin the sub-regional strategy and the success of the intentions set out in the LCRDP. The LCRDP promotes the vision of full employment in the city region and states:

"We must do more on the significant levels of worklessness and poverty experienced in parts of the city region. We have 200,000 people who are economically inactive and although our target for growth will deliver jobs, we have to ensure that a good proportion of our people, including future generations, can take up these opportunities. Human capital which is currently trapped in concentrations of worklessness must be enabled; and we will also require the essential transport infrastructure to be installed to help bring people and job opportunities closer together."

9.13 The LCRDP also states that:

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

9.14 Within the wider Merseyside agenda, the 2006 Merseyside Economic Review (MER), has highlighted the widening gap between Merseyside's growing economy and persistently high levels of social exclusion. The MER states that "worklessness and multiple deprivation remain a challenge".

9.15 The LCRDP further highlights the implications this polarisation will have on commuting patterns and the links with changing housing patterns. In Merseyside this is recognised through the emerging work for the Housing Market Renewal Initiative (HMRI), New Heartlands. The MER recognises that poor education, skills levels, unemployment and low income go hand in hand with poor housing. In Merseyside, the significant levels of low occupancy housing areas is an issue that needs to be addressed, and is being met by HMRI. This is an important element of the Accessibility Strategy and is described in greater detail later.

9.16 The MER also highlights the links these have with poor health and the greater demand on health services. This too is an important element of the Accessibility Strategy and this clearly links accessibility planning with the work being taken forward by the Merseyside TravelWise campaign.

9.17 Underpinning our approach to developing the Accessibility Strategy is the belief that the transport system has to be accessible to all members of the community. We need to find new ways to engage and open up services for people who suffer from social exclusion.

9.18 We need to ensure that all members of society are included within our transport system and that everyone has equal access to transport resources, irrespective of race, gender, age, faith, sexuality or disability. More detail on the needs of our diverse communities was discussed in Chapter 6.

Identifying Accessibility Problems

9.19 In conducting our Strategic Accessibility Assessment we have undertaken the following tasks:
- Identified accessibility problems within Merseyside. This has been achieved through performing strategic mapping audits for the main destinations for employment, healthcare, education and food shopping supported by local knowledge and discussions with key stakeholders.
- Developed Strategic Accessibility Partnerships to consider specific accessibility problems and to review any existing knowledge on accessibility issues.
- Prioritised areas and groups and issues for further action. Based on an assessment of mapping audits supported by socio-economic data, principally IMD 2004 and economic inactivity data for Merseyside.

9.20 In prioritising our target groups and areas we have made great use of the Accession software and other mapping tools to gain an understanding of accessibility issues at the strategic level. Accession maps have been used to stimulate debate amongst partners and have proved effective in providing a focus for the Strategic Accessibility Partnerships in considering accessibility issues.

9.21 Map 9.1 below shows an example of the strategic level mapping used to stimulate debate with the Strategic Accessibility Partnerships. This particular map shows bus service accessibility to post 16 educational establishments in the weekday morning peak.

Map 9.1: Access to FE Colleges AM Peak
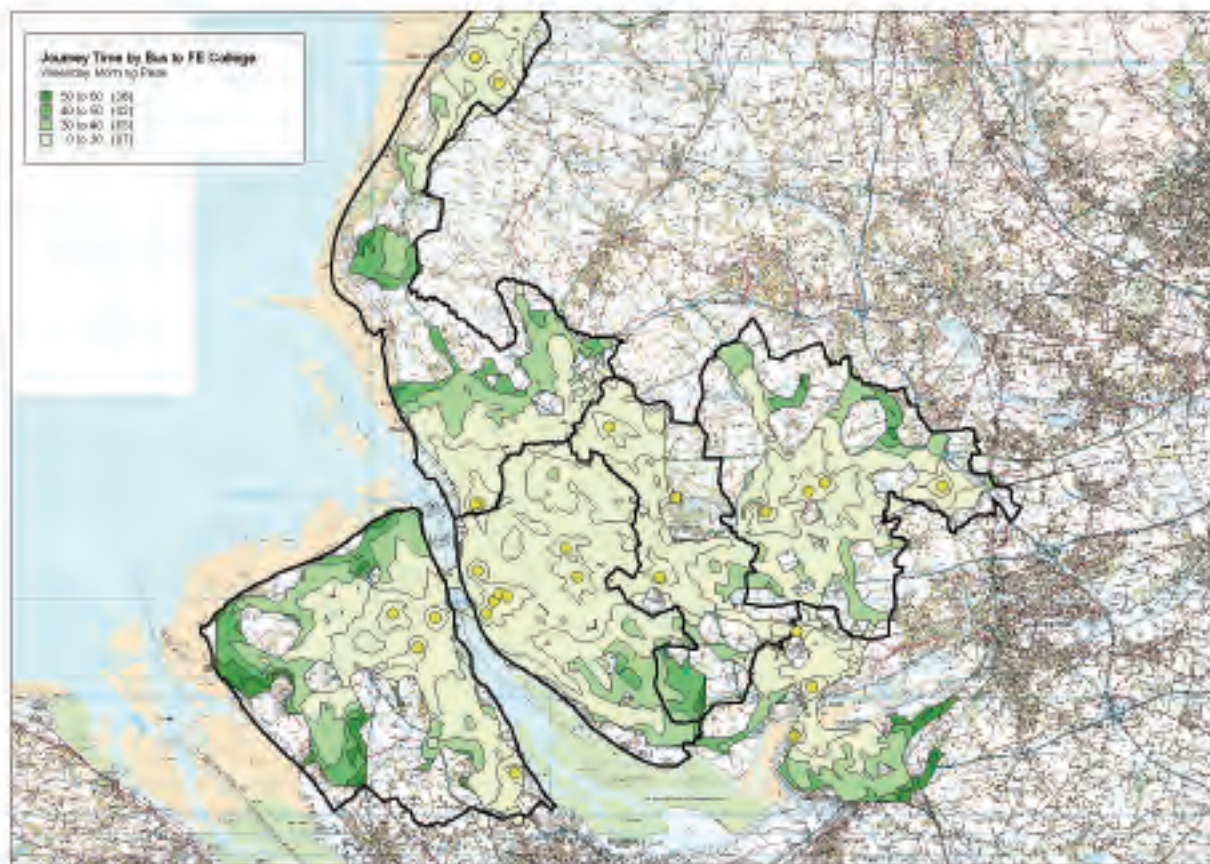
Priority Groups and Areas

9.22 From work undertaken to date, it has been agreed that the initial focus of the access plan will be on the 38 Merseyside 'Pathways' areas as the areas of Merseyside that experience the worst social exclusion. Many parts of Merseyside, are within the top 10% most deprived areas in the country and the most severe instances of social disadvantage are to be found in the European Objective 1 programme defined Pathways areas. Map 9-2 and Figure 9.2 illustrate this.

9.23 However, the Objective One programme draws to a conclusion in December 2006 and the current Pathways areas may not exist in their current form beyond 2006, but areas of relative disadvantage will still remain, and may potentially be clustered around 'former' Pathway areas. We are working with the Merseyside Social Inclusion Observatory (MSIO) to help determine future areas for priority action.

9.24 MSIO is an innovative and responsive research centre with a focus on policy relevant research, effective community engagement with excluded groups and best practice about social inclusion/exclusion, particularly through the development of linkages with regeneration focused policies, programmes and activities. We are working with MSIO to improve our analytical and evidence base to identify likely accessibility challenges and opportunities. (Within the Objective One programme MSIO was established as a partnership between the local authorities (including Merseytravel) and the universities).

Map 9-2: Merseyside Socially Disadvantaged Areas
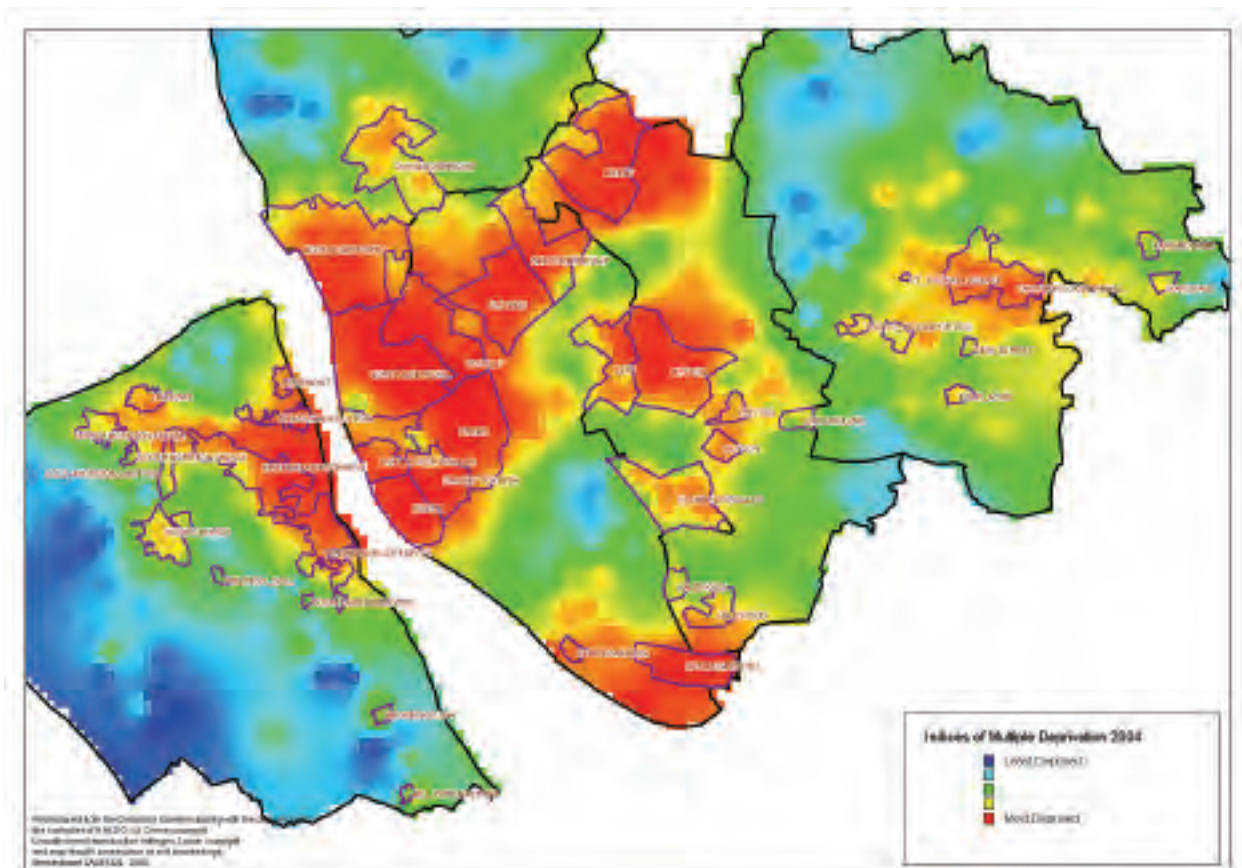
Figure 9.2 IMD 2004 and Pathways Areas

Domain	No. SOAs in District ranked in top 3% most deprived compared to England SOAs	No. SOAs in Pathways Areas ranked in top 3% most deprived compared to England SOAs	% of District Pathways SOAs ranked in top 3% of most deprived SOAs in England
Knowsley			
Crime	1	1	100.0
Education	13	11	84.6
Employment	37	30	81.1
Health	40	34	85.0
Housing/Services Barriers	None	None	N/A
Total IMD Rank	33	27	81.8
Income	31	27	87.1
Living Environment	13	10	76.9
Liverpool			
Crime	23	21	91.3
Education	36	34	94.4
Employment	116	103	88.8
Health	150	124	82.7
Housing/Services Barriers	None	None	N/A
Total IMD Rank	116	105	90.5
Income	88	83	94.3
Living Environment	123	76	61.8
Sefton			
Crime	1	1	100.0
Education	None	None	N/A
Employment	26	20	76.9
Health	13	10	76.9
Housing/Services Barriers	None	None	N/A
Total IMD Rank	10	10	100.0
Income	13	12	92.3
Living Environment	7	5	71.4

cont...

Figure 9.2 IMD 2004 and Pathways Areas *(cont...)*

Domain	No. SOAs in District ranked in top 3% most deprived compared to England SOAs	No. SOAs in Pathways Areas ranked in top 3% most deprived compared to England SOAs	% of District Pathways SOAs ranked in top 3% of most deprived SOAs in England
St Helens			
Crime	3	1	33.3
Education	5	5	100.0
Employment	16	5	31.3
Health	10	6	60.0
Housing/Services Barriers	None	None	N/A
Total IMD Rank	8	7	87.5
Income	6	5	83.3
Living Environment	5	3	60.0
Wirral			
Crime	4	4	100.0
Education	3	1	33.3
Employment	38	21	55.3
Health	37	23	62.2
Housing/Services Barriers	None	None	N/A
Total IMD Rank	26	14	53.8
Income	26	14	53.8
Living Environment	16	5	31.3

9.25 It can be noted that there is a strong correlation with map 9-3 showing instances of economic inactivity across Merseyside. This shows an example of our work with MSIO using the People and Places (P+P) Geodemographic Classification system developed to enable the use of census and other small area data to construct classifications of neighbourhoods based on their socio-economic circumstances. Further details on our approach to this are contained in Appendix Eight.

Map 9-3: Pathways Areas and Economic Inactivity
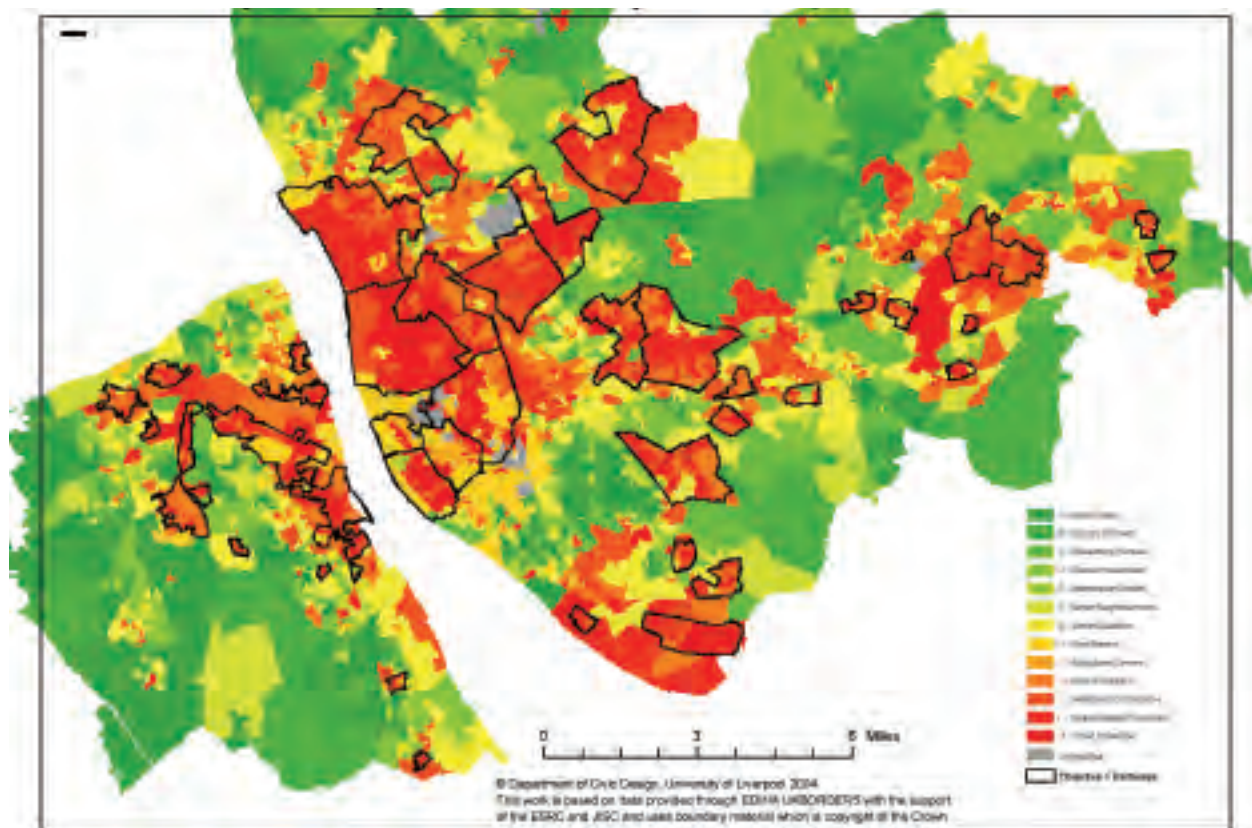
9.26 Map 9.4 demonstrates that while the most chronic instances of economic inactivity and the associated worklessness, skills, health and housing issues are most prevalent in Pathways areas, overlaying those areas of Merseyside which attract Neighbourhood Renewal Funding and those areas covered by the HMRI are equally important and actions will be expanded to include these over the lifetime of the LTP.

Map 9-4: Pathways, NRF and Merseyside HMRI Areas
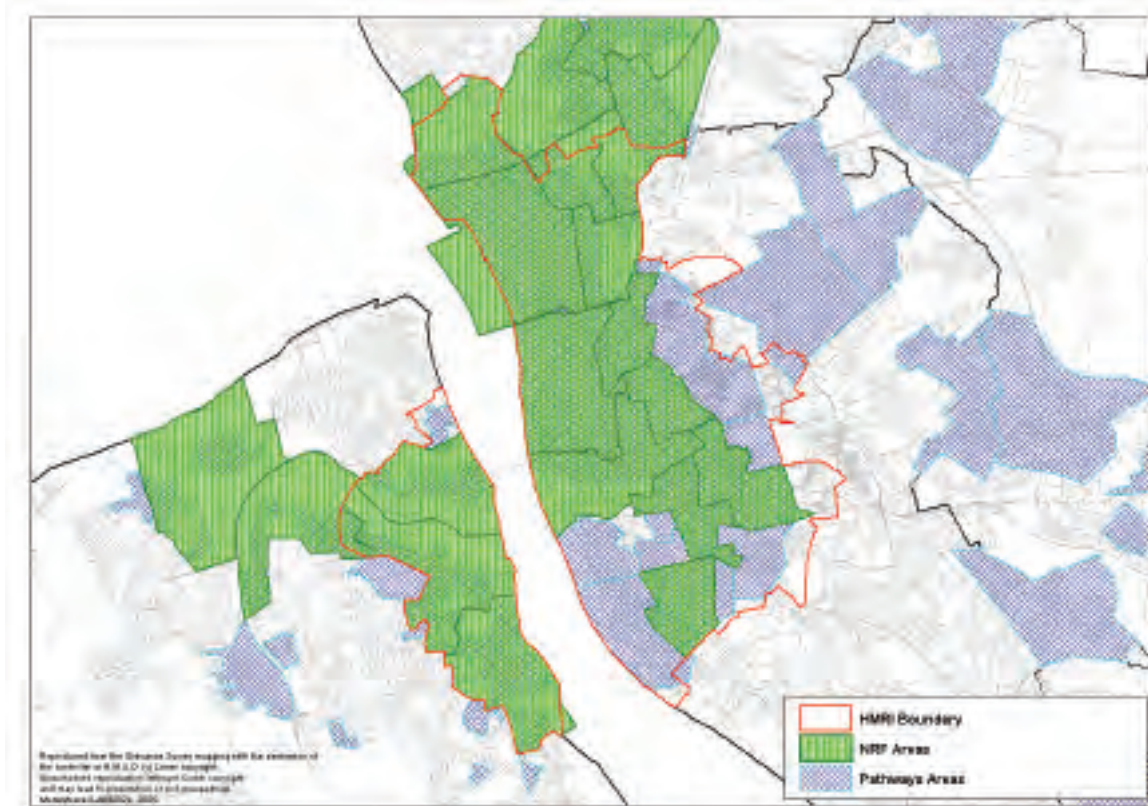
Key Issues at a Merseyside Level

Breakthrough

9.27 There has long been a recognition in Merseyside, that for some, poor accessibility to key opportunities and services is a major contributor to social exclusion. The emerging evidence of new economic activity and housing patterns suggests that this may get worse over the lifetime of the LTP.

9.28 Through the European Objective One Programme, the Merseyside Pathways Transport Group (MPTG) was established to provide a partnership that promotes improved transport to Pathways communities. Membership includes representatives from the Merseyside Pathways Network, Merseytravel, Local Authorities and Government Office for the North West. The role of the group was to develop an agreed approach to the requirements for public transport in Pathways areas.

9.29 The results of extensive research and the work of the MPTG led to the development of 'Breakthrough' in 2002, an accessible transport strategy detailing those barriers faced by Pathways residents and proposing solutions for overcoming accessibility barriers. The issues identified by Breakthrough are still relevant and have laid down a good foundation for accessibility planning in Merseyside. This has been taken forward and developed further in the Access Plan.

Identifying the barriers

9.30 The development of Breakthrough pointed to the need to introduce transport improvements in order to meet a number of objectives identified by stakeholders in the Pathways research:
- Enabling employers to recruit and retain a higher proportion of their workforce from local Pathways areas.
- Enabling post 16 year old students to have access to the right training courses.
- Enabling the unemployed and those wishing to re-enter the labour market do so with ease.
- Once in employment, ensuring that employees have access to good quality sustainable travel choices.

9.31 In order to achieve these objectives, Breakthrough identified a number of barriers faced by Pathways residents in accessing opportunities. These barriers are discussed in greater detail below:
- Improving ticket facilities in Pathways areas.
- The need for simplifying public transport information.
- Easing the cost of travel.
- Expanding travel horizons.
- Significant transport barriers prevent key groups in Pathways areas from accessing hospital and health facilities.
- The majority of the key development sites/employment sites within the SIA's are all very poorly connected with the existing public transport.

9.32 Further studies have been undertaken into the accessibility barriers to a range of opportunities and services in Merseyside and a strong evidence base has been built up locally to support accessibility planning activities. A number of key issues have been identified for targeted action to improve accessibility in Merseyside.

Car Ownership

9.33 Merseyside has low car ownership compared to national figures with 38% of households in Merseyside having no access to a car.

9.34 Despite increasing prosperity there will remain large numbers of households without a car and even more individuals without access to key opportunities and services; the Access Plan will be essential for an inclusive community.

The Cost of Transport

9.35 The relatively high cost of public transport is a significant barrier to many people. Latest figures show that commercial bus fares have increased by 9% over the last 12 months and continue to rise at a faster rate than associated rail and motoring costs. Figure 9.3 shows this:

Figure 9-3: Trends in Transport Costs
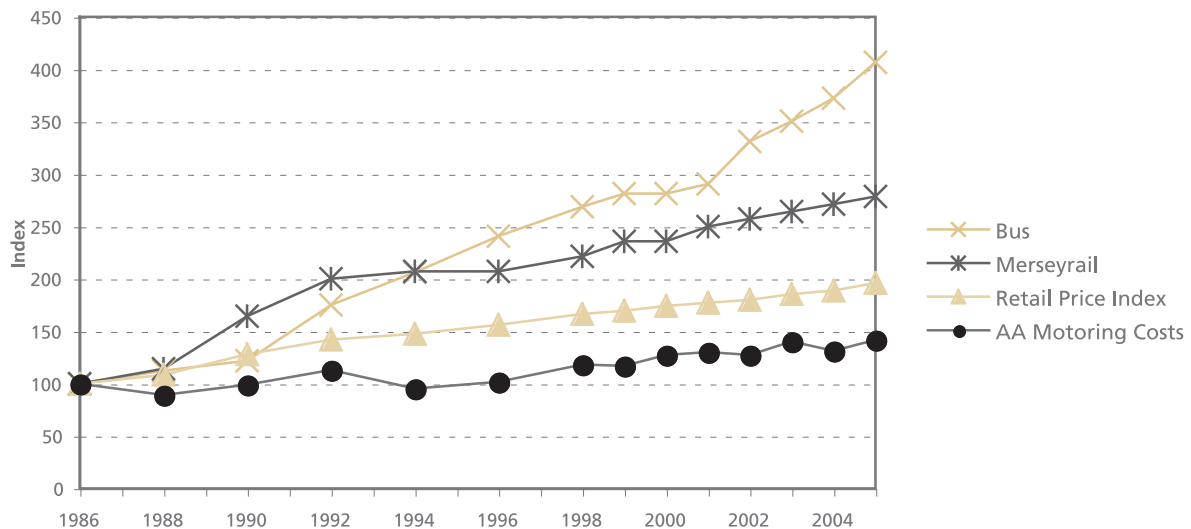
Source: Merseyside Passenger Services Monitor

9.36 Public transport fares in Merseyside are amongst the highest in the country as shown in Figure 9.4. A study found that the cost of travel as a proportion to their disposable income is high for many Pathways residents. On average, a person would have to commit between 8 and 9% of their disposable income each month towards travel compared with the UK average of 5.6%.

Figure 9-4:   Changes in Public Transport Fares here
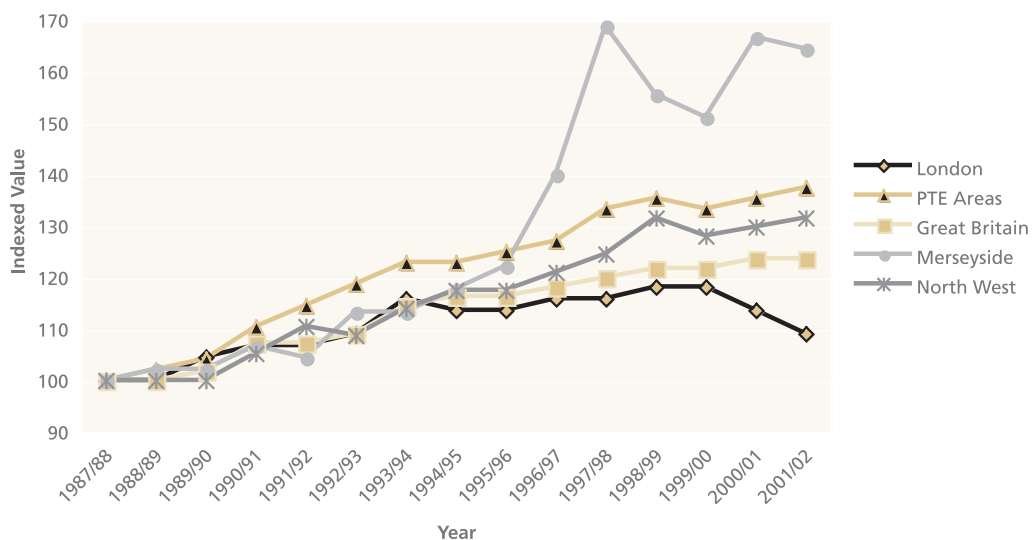
Source: Merseyside Passenger Services Monitor

9.37 Pre-paid "Saveaways" and concessionary passes are the most popular tickets for Pathways residents. However these tickets preclude peak time travel, and concessionary passes are only available to people over 60 years and those with a medically defined and Transport Act stipulated disability. Therefore these passes do not provide a great amount of assistance to the groups of people who are finding travel costs a barrier to economic activity.

9.38 A single/return ticket bought from the driver is by far the most common method of payment for journeys on public transport in Merseyside. This indicates that at present, the majority of passengers are paying the highest price for their travel. The lack of ticket interoperability will mean that this will increase further if the passenger is required to interchange on their journey.

9.39 Merseytravel provide a range of pre-paid tickets at a reduced rate that can be purchased from a number of locations across Merseyside. These tickets are available at Merseytravel Travel Centres, Merseyrail Stations, Post Offices and a number of other retail outlets. However, a detailed analysis on the location of facilities providing pre-paid tickets and the range of tickets available at each location, shows different levels of availability of tickets across Merseyside and that for some Pathways areas, less than 50% of residents have easy access within a reasonable walking distance, to reduced rates tickets, and there are, nine Pathways Areas that have no access at all. Map 9.5 illustrates the nature of the problem. The provision of a range of improved ticketing options is a key issue for Pathways areas.

Map 9.5: Availability of Reduced Rate Tickets in Pathways Areas

Safety and Security Concerns

9.40 For many people, shift work involving travel in the hours of darkness is a particular problem, and may be an influencing factor in an individual's choice to access services and opportunities through fears over personal safety. Fear of crime may also result in access to other opportunities being lost as a result of a reluctance to travel. This is particularly true for women. A recent study by the Equal Opportunities Commission shows that deep concerns over personal security are the most salient factors in influencing women's transport choices.

9.41 It is communities most dependent on public transport who are least able to endure crime and the fear of crime. Early analysis of data from the IriS system (described in chapter 6) shows that there is a correlation between public transport crime and disorder and other indices of social deprivation. Map 9.6 illustrates this. For example, the most frequently damaged bus shelters and the locations at which vehicles are attacked through missile-throwing in Merseyside are located in communities with high levels of deprivation. Similarly research has found that 20% of people in deprived communities are fearful while waiting at the bus stop compared to only 5% in more affluent communities.

Map 9-6: Instances of Bus and Shelter Damage Related to IMD
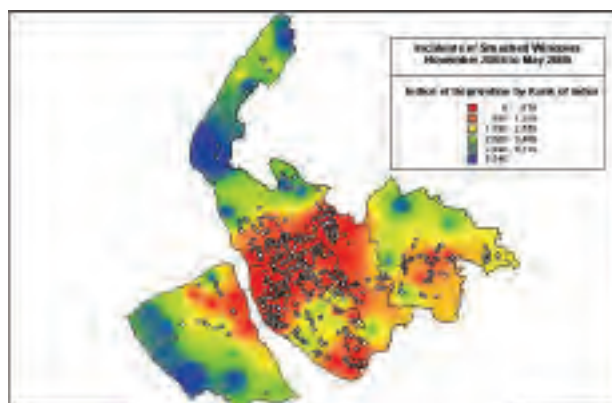
9.42 The TravelSafe programme jointly managed by Merseytravel, bus operators and the Police will be a crucial element in the Accessibility Strategy. **The role of TravelSafe is covered in greater detail in Chapter 6**.

Lack of Information and Limited Travel Horizons

9.44 Research for "Breakthrough" shows that many Pathways residents have relatively limited travel horizons and would typically travel no longer than 30 minutes to access work. For infrequent or new users of public transport, lack of information is a major impediment and further compounds social exclusion with residents often incorrectly perceiving that trips cannot be made. Research conducted by Merseytravel's Community Links and Access Team shows that this is a key factor for a number of communities particularly in Black, Racial Minority Groups who have found barriers with communication and information. For instance, Merseytravel found that many people in this group were unaware that they were entitled to older persons passes; passes for people with disabilities or how to access information relating to public transport. This is discussed in Chapter 6.

Availability and Physical Accessibility of Public Transport

9.45 For older and disabled people an inaccessible public transport network can seriously impact on an individual's quality of life. Many people in Merseyside find using public transport difficult. Currently, 37% of the bus fleet is fully accessible but the use of an accessible vehicle on a particular corridor cannot be guaranteed, and there are still a number of Merseyrail stations that have accessibility problems. The continuing development of a Single Integrated Public Transport Network through this LTP is central to delivering accessibility improvements. **This is covered in chapter 6** but the Access Plan will contain specific proposals for improvements to bus services and in particular the future expansion of Demand Responsive Transport Services across Merseyside and the role of the Community Transport sector. This is further described in the Merseyside Bus Strategy included in Appendix One.

9.46 Transport to and from services, business and leisure activities is vital to ensuring that older and disabled people are able to be as fit, active, independent and self caring in the community as possible. **Meeting the needs of the disabled is covered in greater detail in Chapter 6**.

9.47 For some people, their travel horizons are likely to be limited by their lack of skills and/or courage to use public transport networks unassisted. This is particularly true for those who have a cognitive impairment and find it difficult to communicate with other people or with finding their way around. Many such people may benefit from travel training and network specific journey familiarisation provision.

Best Practice: Assisting Those With Learning Disabilities

Merseytravel's Community Links and Access Team have developed an education pack promoting access to public transport for people with cognitive impairments. Entitled "Here to There with Merseytravel", it includes illustrated fact sheets showing how to make a journey by bus or by train, or how to cross the river by ferry.

Merseytravel also fund MENCAP, Shaw Trust who work with young people with learning difficulties and Liverpool Voluntary Services for Blind to carry out travel training for their client from BME groups who have recently lost their sight as part of the TO GO project. Merseytravel have developed "Easy Cards" based on the here to there pack and are designed specially for people with special needs. They are also being translated into Chinese, Somali and Arabic so that they are available to people whose first language is not English.

Changing Patterns of Economic Activity

9.48 Research to examine where job creation was most likely within Merseyside and the wider region has identified an uneven distribution of new employment growth across Merseyside. Many Pathways residents will need to travel further afield for employment and training opportunities. (**This shift in employment and housing patterns is set out in Chapter 4**).

9.49 For example Wirral Pathways residents will continue to rely on opportunities being created outside the area in Deeside and Cheshire, and St. Helens Pathways residents will increasingly be drawn to employment opportunities being created in the Warrington area. This raises particular challenges in terms of providing realistic, affordable and convenient transport choices.

9.50 Further examination of the evidence of population and household growth and job creation is already being undertaken within the Accessibility Strategy. This is examining the need for targeting new or improved transport links or for the active promotion of public transport. Ongoing joint work with the Merseyside Social Inclusion Observatory (MSIO) shows that certain parts of Merseyside, particularly within Liverpool and Knowsley appear to have acute concentrations of worklessness and multiply-deprived individuals that will require ongoing support and appropriately targeted interventions.

9.51 Such an approach reinforces the growing influence of the Liverpool City Region and the importance of cross boundary collaboration with neighbouring LTP partnerships as set out in Chapter 5.

Mersey Dee Alliance (MDA)

9.52 Further evidence of how changing patterns of employment demography and housing will have an increasing impact across the wider Liverpool City Region is provided by the Mersey Dee Alliance. The MDA area covers four Local Authority areas – Wirral, Ellesmere Port and Neston, Chester and parts of Cheshire. There is considerable movement from the MDA area to and from Liverpool, and to areas of employment such as the Deeside Development Zone in Flintshire.

9.53 A detailed examination of transport accessibility in the MDA area focused on accessibility to employment sites from 16 target wards all included in the 20% most deprived wards in the Index of Multiple Deprivation. This is shown on map 9.7. The product of the research was an in-depth analysis of travel opportunities, travel behaviour, employment, training opportunities and the labour market. This analysis informed the development of an action plan to address accessibility in the area.

Map 9-7: MDA Targeted Wards
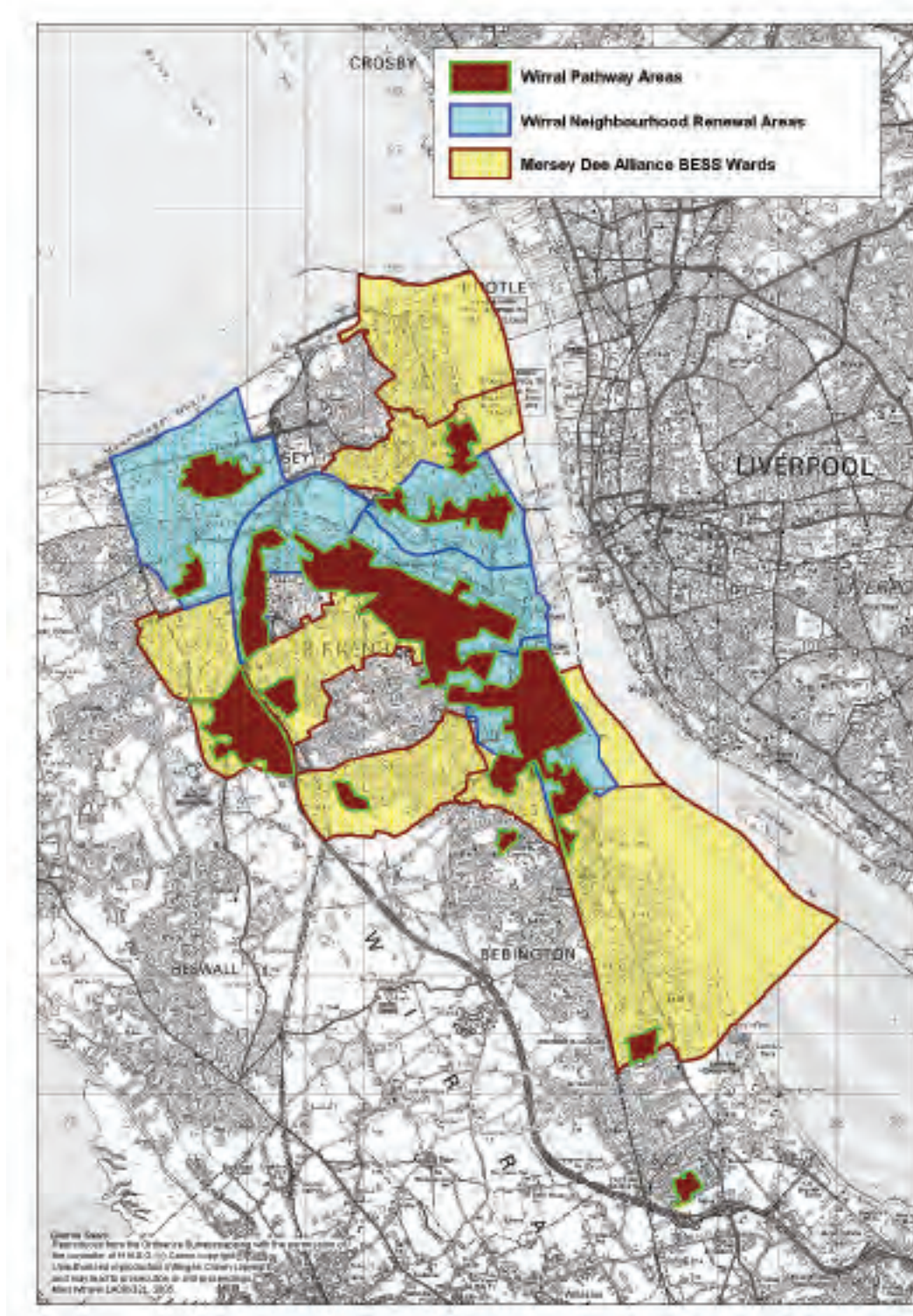
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Merseytravel LA08932L. 2005.

9.54 The research confirmed trends in employment patterns revealed in the LCRDP with the disconnection of employment growth areas and areas of unemployment and worklessness.

9.55 Whilst the MDA area has benefited from relatively strong economic performance in recent years, there is a geographical mismatch between areas of high economic inactivity and the availability of employment. The potential scale of future development and strength of market pressure in Chester and in Flintshire would appear to suggest that this geographical mismatch is likely to persist or worsen. A crucial issue is that of available skills and the research provides evidence that simply providing transport links to employment opportunity areas is unlikely to assist many residents of disadvantaged communities, if they do not have the skills to offer the economic growth areas.

9.56 This disconnection of employment opportunities has been discussed earlier and this has clear linkages to the HMRI proposals being taken forward in Wirral. We are currently progressing this with Wirral's HMRI team.

Best Practice: The Mersey-Dee Alliance Workwise Initiative

Workwise Programme

A key element of the MDA Transport and Accessibility Study action plan centred around the establishment of a 'Workwise' programme for the MDA area to address both actual and perceived transport barriers to reducing 'Worklessness' in the 16 target wards.

A Workwise Officer was appointed and an implementation programme was agreed by the MDA in March 2005. The programme is built around the following initiatives and will be carried out over the period 2005 – 2007.
- Improving Information.
- Scooter Commuter scheme.
- Mersey Dee Alliance Travel Card.
- Access to rail.
- Workplace Travel Plans.
- Working with employers.
- Access to education.
- Accessibility Planning.

Rural Issues

9.57 Merseyside has areas which can be classed as rural or semi-rural. These areas are low density, typically with a population of less than 3,000 and often have high levels of car ownership. However, the rural population still require an adequate level of public transport to enable them to access other areas for employment, education, healthcare, leisure and other opportunities. A study into the transport needs of rural communities has shown that key issues are:

- Lack of travel choice.
- Provide people living in rural communities with opportunities to travel to and from leisure and recreation destinations.
- Limited access to fresh food outlets from rural communities
- Ensure that all rural passenger transport services are accessible to all.
- Ensure that the rural population is aware of the full range of available travel opportunities.

9.58 The villages in Merseyside are in semi-rural areas on the urban fringe and cannot be described as remote. Map 9.8 shows the principal villages. Expectations may be higher because there is a wide range of destinations available in nearby urban centres.

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

9.60 For the villages in Merseyside, the essential travel needs of residents are generally met, through the 'conventional' public transport network providing journeys from town and city centres. However, fresh food outlets are not particularly accessible to people living in rural areas and this is seen as a major discriminator of rurality.

9.61 Some access to employment sites may be more difficult for non-car owners as 'conventional' public transport services may not operate at times that individuals need and may not provide convenient travel to work opportunities.

Map 9-8: Rural Areas
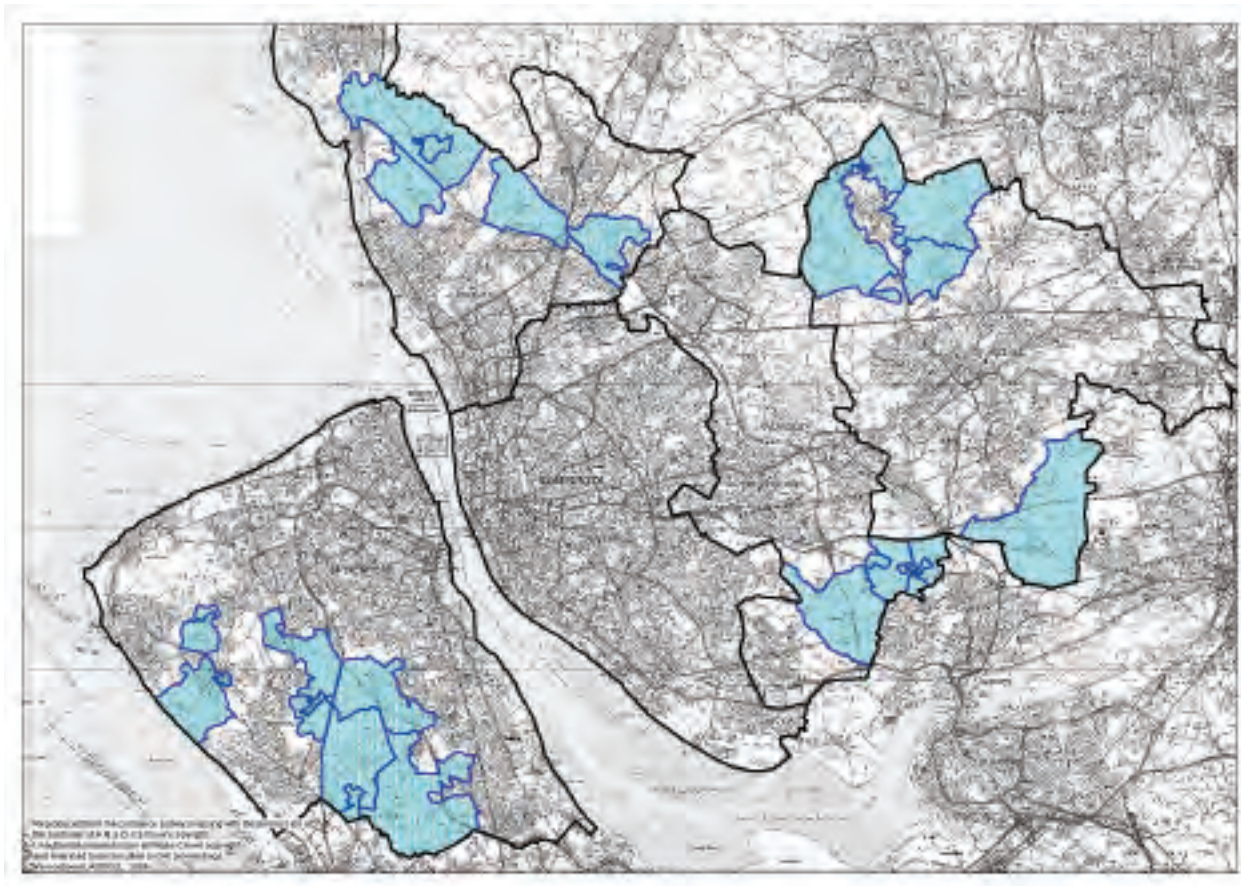
9.62 In some cases, early evening outward journeys are possible but no late return journey is operated, largely negating the value of the outward service. What is usually lacking is safe and reliable transport for the last stage of the return journey from key bus stops on main corridors or rail stations to rural communities. Taxis may be a solution for those who can afford them, but they may not be readily available locally from a rural station or a stop on an inter-urban bus route to a village.

9.63 Although it is not realistic to suggest that all optional journeys should be met by public transport, if access to leisure and recreational destinations could be achieved once or twice a week, it would represent a step change in quality of life for many people living in rural communities.

9.64 A related issue is the amount of ferrying that is necessary for older children and teenagers. This is a problem for non-car owning households and a burden for parents with cars.

9.65 Many people living in rural areas may not be aware of the travel opportunities that actually exist using the existing public transport network. Any proposals to improve public transport in rural areas needs to be complemented by a parallel promotional exercise.

9.66 We have conducted a rural proofing exercise using the Countryside Agency's "Rural Proofing Policy Makers' Checklist" which concluded that we have made significant progress in raising the profile of rural transport issues through such work as the Rural Transport Needs and Accessibility Study.

9.67 The study has identified a number of specific issues affecting rural communities as highlighted above and proposes a series of detailed measure to help overcome accessibility barriers faced by rural communities. These are set out in the Action Plan in Stage Four.

Creating The Strategic Accessibility Partnerships

9.68 The aim set out at the start of this chapter can only be achieved by working in partnership with key stakeholders, ensuring that accessibility considerations are taken into account by partners in their policy and scheme delivery.

9.69 The five Merseyside local authorities in partnership with Merseytravel have an important role to play in improving accessibility by:
   • Improving accessibility through planning, delivering and managing the local public transport, highways, cycle, footway and rights of way networks.
   • Integrating and mainstreaming accessibility considerations into their wider transport strategies, policies and programmes.
   • Integrating and mainstreaming accessibility objectives across the planning and delivery of the authority's wider policy areas and within the corporate centre.
   • Influencing partners' policy and scheme delivery so that accessibility considerations are taken into account.
   • Ensuring public transport provision is matched to the agreed Access Strategy and Plan.
   • Co-ordinating the development of the Accessibility Strategy; and
   • Developing the role of the partnership working with key stakeholders.

9.70 Work so far has led to the establishment of Strategic Accessibility Partnerships (SAPs) around the themes of health, employment and education. In addition to this, further partnerships at a Merseyside level have been established with Housing Market Renewal teams in Liverpool, Sefton and Wirral and food leads in each of the Primary Care Trusts across Merseyside. Each of these Partnerships include stakeholders with both policy development and delivery roles.

9.71 Each of the Strategic Accessibility Partnerships (SAP's) have provided a supporting statement, describing why they are involved in the process, and how the Accessibility Strategy can help achieve their targets. These can be found in Appendix Eight.

9.72 At a local level each of the local authorities is developing a Local Area Access Plan with partners through Local Strategic Partnership, setting out actions to meet identified accessibility problems.

9.73 A series of joint action plans have been developed by each of the SAPs. These joint actions plans are described in Stage Four and set out a phased approach to addressing accessibility barriers to key opportunities and services for Merseyside's most disadvantaged communities over the lifetime of the LTP. (A detailed action plan for the first year of the accessibility strategy to address the most immediate priorities is also described in Stage Four).

IDENTIFYING STRATEGIC ISSUES WITH PARTNERS

ACCESS TO EMPLOYMENT

9.74 Jobcentre Plus (JCP) aims to provide 'work for those who can, and support for those who cannot', by:
- Helping disadvantaged people into work, as a route out of poverty
- Providing financial support as a safety net for people of working age while they are out of work
- Addressing inequalities of opportunity
- Protecting the integrity of the benefit system, and
- Working with employers and partners to address failure in the labour market.

9.75 The SAP with Jobcentre Plus builds on the long standing successful partnership working arrangements to tackle issues of worklessness for people of working age. The partnership has established a network of appropriate contacts with the various local officer that compliment the strategic approach which is supported by the district managers covering Greater Merseyside. The SAP has developed a joint action plan to tackle accessibility issues preventing those suffering from worklessness taking up new employment and training opportunities. However, there is a risk that the ongoing re-structuring of JCP may potentially weaken our partnership working. JCP have indicated that they may have to reduce their partner commitments but they remain committed to the accessibility strategy.

Key Issues:

- High levels of worklessness across Merseyside.
- Low skills base.
- Poor public transport to key regeneration areas.
- Significant cross boundary issues.
- Increasing movement to more shift working – public transport not available at the time of travel.
- Wage levels often low – high cost of transport.
- Significant proportion of weekly wage could be spent on transport costs.
- Low travel horizons – unwillingness to travel far for employment and training opportunities.

ACCESS TO EDUCATION

9.76 The education partnership with representatives from the Greater Merseyside Learning and Skills Council (LSC) and the Local Education Authorities (LEAs) is seeking to improve the access to training and education for people in Merseyside. To support this, the partnership has developed a Joint Action Plan and is engaged in promoting transport considerations as a key element of the planning process in relation to the delivery of future services.

9.77 For the LSC, three key areas have been targeted to prepare the workforce for the changing demands of the labour market and to make the necessary investment in skills to secure economic competitiveness – preparing the future workforce 14/19, developing the current workforce and preparing the adult future workforce. The key target for young people is to increase participation by 16/18 year olds in education/training. The priority for adults is to focus on encouraging workless adults to improve their basic skills.

9.78 Work with the LEA's is focussing on issues being identified through the developing Children and Young persons plans and the implications for home to school transport detailed in the recently published Schools White Paper. It is anticipated that this will lead to further work for the partnership in 2007.

Key Issues:

- Availability of transport to post 16 learning establishments.
- Cost of transport for 16-19 year old learners.
- Increase in number of adult learners accessing evening classes – lack of evening public transport/ safety and security concerns.
- Building schools for the Future programme.
- Collaborative arrangements between schools – inter school transport.
- Provision of school transport – rising costs and lack of appropriate vehicles.

ACCESS TO HEALTHCARE

9.79 The SAP with health sector service providers has developed a Joint Action Plan to improve accessibility to healthcare built around the Smarter Choices agenda and linking in the work on Choosing Health. The Merseytravel TravelWise campaign is a key element of this.

9.80 A key priority is to ensure that large scale capital investment developments and other service re-locations being driven on Merseyside by the Local Initiative Finance Trust (LIFT) and other PCT funding (to deliver health services at the local level, particularly in disadvantaged areas, in line with national policy), take full account of accessibility considerations in their planning decisions. There is a commitment from NHS partners to address opportunities for joint transport service delivery mechanisms and Travel Plans across PCT and hospital sites.

Key Issues:

- Health service re-locations – Southport/Ormskirk, Women's Hospital.
- New facilities located in inaccessible places.
- Uneven distribution of healthcare – residents in disadvantaged areas have least provision.
- Lack of direct service to hospital sites from disadvantaged areas.
- High cost of short trips.
- Appointments procedures – appointments made that do not suit the needs of the patient, contributes to high numbers of Did Not Attend.
- Poor public transport information provision.
- Poor inter-peak services that stop too early.

ACCESS TO FOOD

9.81 An access to fresh food group has been established by Heart of Mersey (HoM), a Coronary Heart Disease prevention programme launched because Merseyside has some of the highest incidences of CHD in England. The vast majority of CHD is preventable by changing lifestyle and diet. HoM aims to spearhead that change by helping create an environment which makes it easier for people to lead more healthy and active lives, eating better (more fruit and vegetables), and living and working in a smoke free environment. The group has representation from Merseytravel and the Merseyside PCTs. The group is working to address the structural barriers to eating a healthy diet experienced by people living in the most socially disadvantaged areas in Merseyside.

Key Issues:

• Shopping and services moving to edge of town sites – difficult for people without cars to gain access to cheaper food and services
• Availability of affordable produce locally
• Access for rural communities
• Significant food deserts across Merseyside where provision of fresh produce is poor

Housing Market Renewal

9.82 The Merseyside Housing Market Renewal Initiative (HMRI) 'New Heartlands' brings new opportunities to areas of low housing demand and abandonment in parts of inner Liverpool, Sefton and Wirral. £90 million has been awarded to Merseyside up to 2006, with proposals for a further £110 million of investment in the period 2006/08 and a minimum of £125 million in 2008/10, with a total investment package of £2.28 billion envisaged over a 15 year period.

9.83 The New Heartlands Programme as described in Chapter 3 is designed to support the overall regeneration of the conurbation by:
  • Removing the crude surplus of low value properties.
  • Preserving the affordable housing supply in sustainable neighbourhoods to support the new economy.
  • Improving the mix of property to retain aspirational households and capture inward migration; and
  • Managing an environment which in places is sparsely populated.

9.84 Improving the liveability of Liverpool and the wider Merseyside area is also a priority to develop vibrant, attractive and balanced neighbourhoods. Coupled with the New Heartlands project is Liverpool's aspiration for 85% of new homes to be constructed on previously developed land. Integral to this liveability agenda is the vision of a clean, safe, secure, and accessible environment. Improving the health and well being of the community is also a priority. 24% of Merseyside's population have a long term illness, compared to the England average of 17%.

9.85 These housing interventions are linked to a wide range of investments in skills and training, health, education, community safety and neighbourhood management.

9.86 Housing market renewal is playing its part in creating sustainable communities. However, housing is just one element and employment growth and access to the growth in employment opportunities is crucial in revitalising communities. It is important that people living within the Housing Market Renewal neighbourhoods are connected to these opportunities, plus others such as shopping and recreation, through good transport links.

9.87 We are working with HMRI teams in Liverpool, Sefton and Wirral and their preferred developers to offer easier access and better facilities across these areas. It is agreed that there is much to be gained by ensuring that the proposals we are setting out in the LTP should be closely aligned with housing redevelopment proposals.

9.88 To take this forward, the partnership has agreed to:
- Integrate redevelopment areas with new transport proposals such as improved bus corridors and rail stations;
- Develop joint approaches to the public realm in ways that provide safe pedestrian and cycle routes; and
- Ensure safer environments in and around transport hubs, including joint working with the TravelSafe initiative.

9.89 Such an approach is fully in line with our guidance from DfT and fits with ODPM guidance on sustainable communities and HMRI.

Key Issues:

- Polarisation between new employment, regeneration, and housing – many in disadvantaged areas will need to travel further to access employment opportunities
- Growing City Centre residential market not well served to recreational opportunities
- Requirement of good transport links from HMR areas to opportunities and services

Maintaining the Partnerships

9.90 In order for our partnerships to be successful and to deliver the agreed joint action plans an ongoing dialogue needs to be maintained across all sectors and with all partners. To facilitate this we have agreed with partners a list of key accessibility planning contacts at a Merseyside and local authority level to maintain linkages with the wider partnerships. In addition to this we have, since July been holding a series of stakeholder workshops with the SAPs to finalise the development of the joint action plans. This work will continue and the action plans will grow and develop to meet key accessibility challenges over the next 5 years.

Accessibility Strategy Stakeholder Event November 2005

The culmination of this work was a Merseyside Accessibility Strategy stakeholder event for all partners involved in developing the access plan. The event, held in November was well attended by all partners and was generally regarded as a great success.

The event gave us the opportunity to present to partners the key issues to be addressed, the priority groups and areas that have been identified and potential solutions to solve accessibility issues which have been identified through our evidence base.

Stage Two: Local Accessibility Assessments

9.91 The information gathered in the strategic accessibility assessment has proved useful for identifying local priority issues and areas or groups for further attention. Further work has taken place to provide more detailed assessments, focused on the groups, areas and key issues identified to assist the development of our evidence base, and to fill any gaps in the strategic assessment, and to define potential actions at a local level. This has been done through reviewing existing local evidence with partners, more detailed mapping audits and where appropriate, new surveys and research, including consulting communities, clients and users.

9.92 To ensure that we are fully aware of all identified issues at the strategic and local levels over the lifetime of the Accessibility Strategy we have agreed a mechanism for ensuring that all partners are fully informed of emerging priorities. Figure 9.5 below sets out the inter-relation between the SAPs at the Merseyside strategic level and the partners at the local level.

Figure 9.5: Inter-relationship between Partners at the Local and Strategic Level
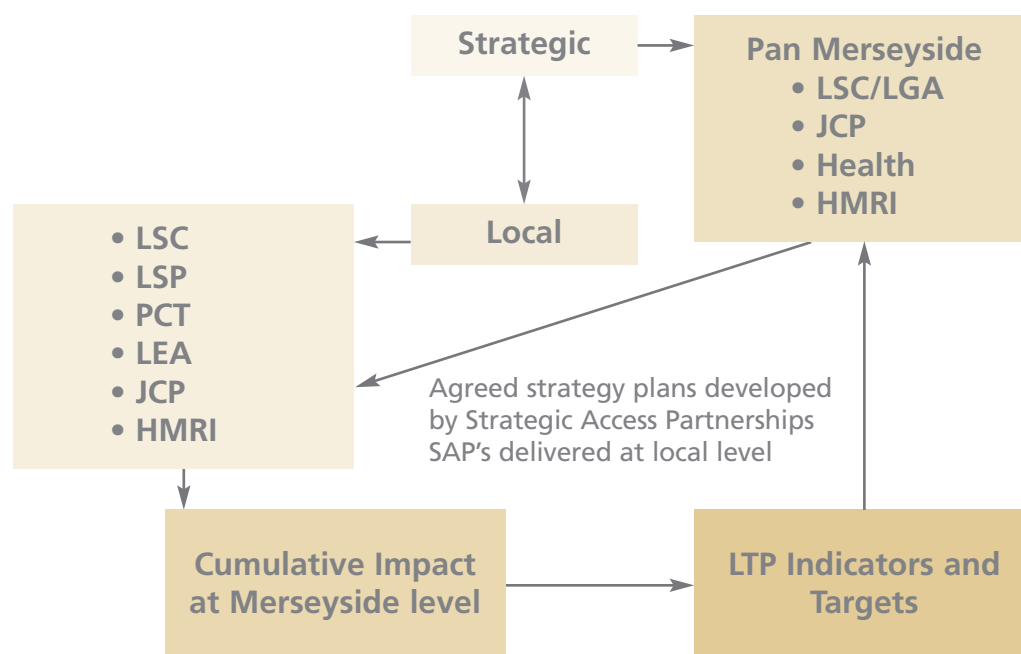
9.93 At the local level, local accessibility assessments have been conducted by each of the five Merseyside local authorities in partnership with key local stakeholder guided by the Strategic analysis. Figures 9.6 to 9.10 summarise key issues identified by each of the Merseyside districts in conducting their local accessibility audits, links to each districts LSP transport priorities, and links with stakeholders strategic priorities. A complete analysis is provided in Appendix Eight.

9.94 Examples of the mapping undertaken using Accession as part of the Local Accessibility Audit process to assist in the identification of priority areas and groups and to identify key accessibility issues are also shown. Further details on district Local Accessibility Assessments and Accession mapping are contained in each of the districts Local Access Plans detailed in Appendix Eight.

Local Strategic Partnerships

9.95 A pan Merseyside Local Strategic Partnership Transport group, including representatives from each of the Merseyside LSP's, has been established. The role of LSPs will be crucial to the successful implementation of accessibility actions at the local level. It has been agreed at a Merseyside level that the Accessibility Strategy will be developed and delivered through each of the five Merseyside LSP's. The role of the group is to ensure consistent views are presented to each of the LSP's, and that the Accessibility Strategy and associated local area action plans fully reflect the aspirations of the LSP Community Strategies and emerging Local Area Agreements (LAAs). Supporting statements from LSP's have also been provided. Chapter 3 sets out the links between each of the Merseyside LSP themes and objectives and their links to the LTP and Accessibility Strategy.

Map 9.9 Priority Groups and Areas
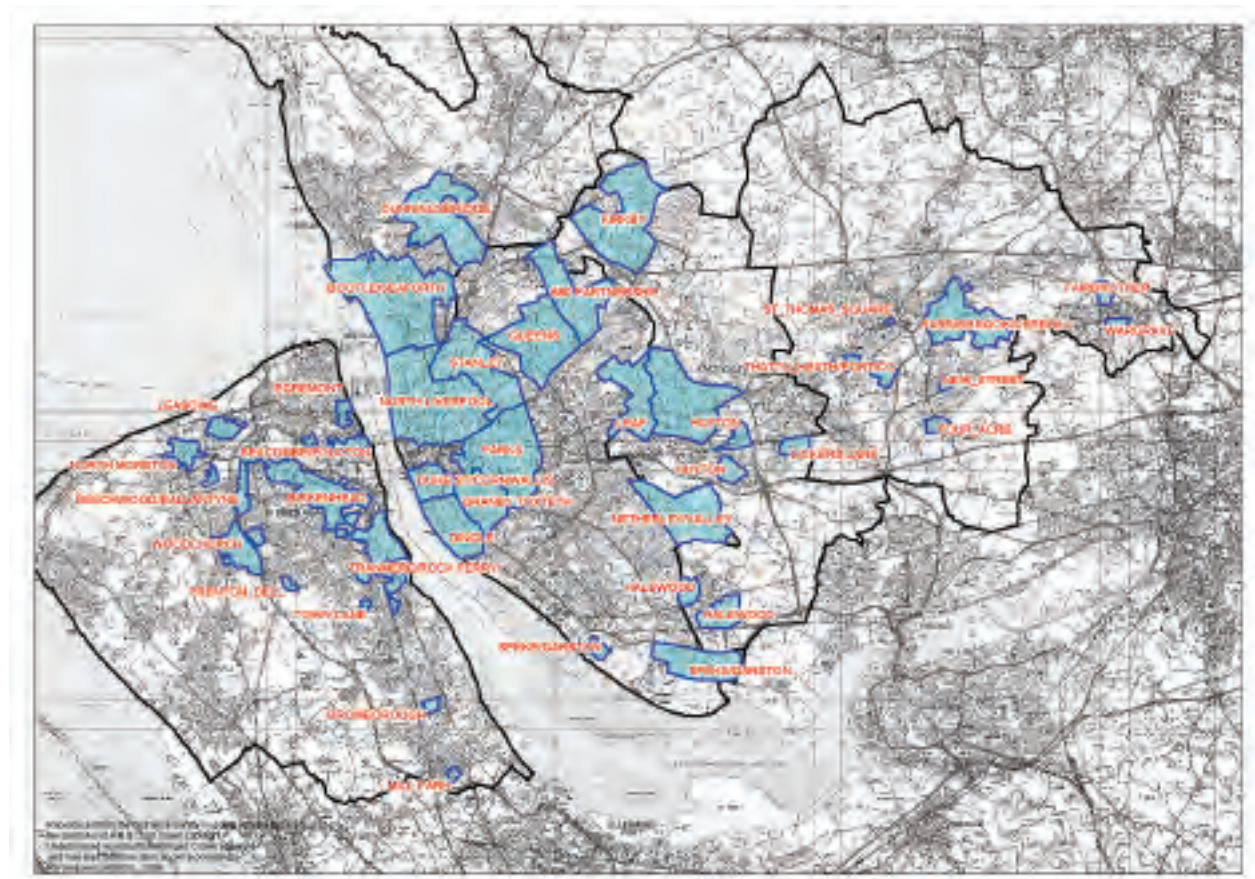
Figure 9.6 : Key Issues from Knowsley Local Accessibility Audit

Priority Groups and Areas	Key Accessibility Issues	LSP Transport Issues	Links to Strategic Stakeholder Priorities
Pathways areas of Halewood Huyton Kirkby Whiston	Access to employment from Huyton Access to employment from Kirkby Poor accessibility to Knowsley Industrial Estates from key sites Poor access to hospitals from Kirkby and Halewood Access to FE sites from Halewood and Whiston	Cross boundary transport links Access to hospitals Education 14/19 collegiate system creating problems with inter site transport Access to post 16 education within Borough Access to key employment sites particularly shifts and penetration to industrial estates Access to leisure during evenings Quality, reliability and cost of bus services Merseytram	Tackling worklessness for excluded groups – *Employment Action Plan* Improving access to key sites for employment and training – *Employment Action Plan* Improving information provision to help overcome low travel horizons –- *Employment Action Plan* Assisting young people with transport costs – *Education Action Plan* Reducing hospital DNA's – *Health Action Plan*

Map 9.10 Accessibility to Merseyside Hospitals - Knowsley

Map 9.11 Accessibility to Knowsley Industrial Areas
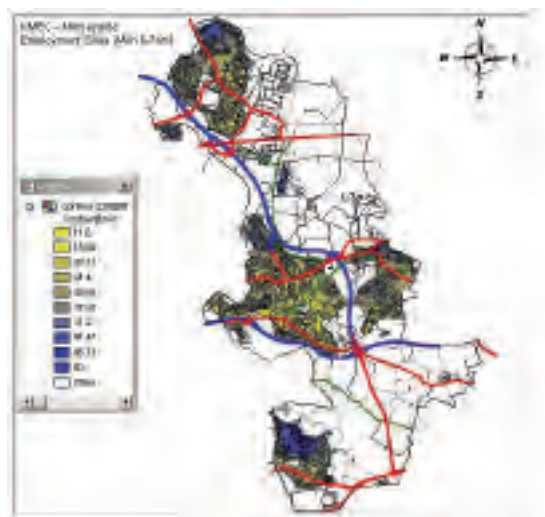
Figure 9.7: Key Issues from Liverpool Local Accessibility Audit

Priority Groups and Areas	Key Accessibility Issues	LSP Transport Issues	Links to Strategic Stakeholder Priorities
Pathways areas of 580 Partnership Liverpool East Partnership North Liverpool Dingle Toxteth Speke/Garston Netherley Parks Partnership Stanley Partnership Duke Street area	Poor access to employment opportunities from North Liverpool to major regeneration areas Poor access to Liverpool Women's Hospital from North Liverpool School collaborative arrangements – inter site transport problems Poor access to FE sites from South Liverpool Significant food deserts in some parts of Liverpool – Everton, Kirkdale, Speke/Garston	Access to LJLA high on agenda Merseytram East-West links to North Liverpool Access to hospitals HMRI – need for good transport links Tackling food deserts, eg Speke Good transport links to HMRI areas	Improving access to key employment opportunities for excluded groups – *Employment Action Plan* Improving access to education for 16-19 year olds – *Education Action Plan* Tackling poor diet by improving access to fresh food – *Health Action Plan* Improving access for staff, visitor and patients at health facilities – *Health Action Plan*

Map 9.12 Access to Liverpool Colleges

Map 9.13 Access to Speke/Halewood SIA

Figure 9.8 : Key Issues from Sefton Local Accessibility Audit

Priority Groups and Areas	Key Accessibility Issues	LSP Transport Issues	Links to Strategic Stakeholder Priorities
Pathways areas of Bootle Litherland Netherton Southport	Access to hospitals – Southport/Ormskirk, Aintree Access to FE for young people from South Sefton Implications of LSC StAR review Access to Atlantic Gateway SIA for employment opportunities Access to new employment opportunities being created in Southport Poor cross boundary employment opportunities	Access to hospitals – split between Southport and Ormskirk Accessible information on training opportunities Access to Southport for training and employment from some parts of the Borough Cross boundary links for employment Rural bus services Night buses Good transport links to HMRI areas	Tackling worklessness for key excluded groups – IB claimants, lone parents – *Employment Action Plan* Improved accessibility to education and training opportunities addresses low skills levels – *Education Action Plan* Improved access to healthcare – reduces DNA's – *Health Action Plan*

Map 9.14 Access to Aintree Hospital
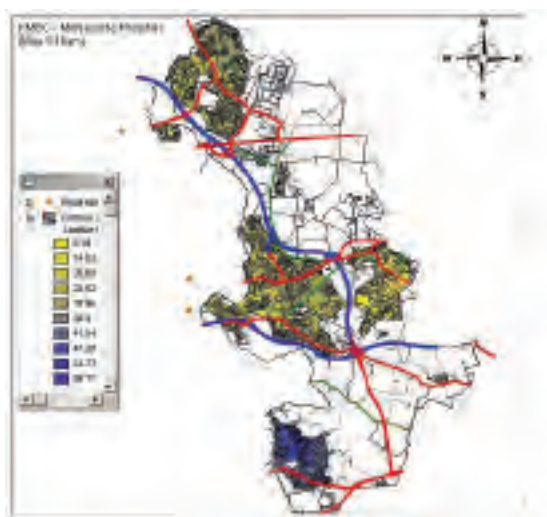
Map 9.15 Access to Colleges

Figure 9.9 : Key Issues from St Helens Local Accessibility Audit

Priority Groups and Areas	Key Accessibility Issues	LSP Transport Issues	Links to Strategic Stakeholder Priorities
Pathway areas of: Parr Blackbrook Derbyshire Hill Fairbrothers Estate St Thomas Square Wargrave Estate Thatto Heath Grange Park Portico Sutton New Street Estate Four Acre	Poor access to Haydock Industrial Park and employment opportunities outside the Borough Poor awareness of public transport travel opportunities and ticketing options/ cross boundary ticketing issues Poor levels of access in both rural communities and the edges of urban communities Lack of evening/ night/ weekend services	Develop the necessary sites, premises and infrastructure to meet the needs of existing and inward investing companies Ensure all educational venues are accessible and suitable for the delivery of a quality curriculum Reduce environmental pollution More transport choice and safer, efficient public transport More walking and cycling, less need to travel, cleaner vehicles and fuel Develop successful, thriving and inclusive neighbourhoods which provide clean, safe and attractive places to live Ensure that all public services are accessible, affordable, focused, offer choice and are sensitive to social inclusion issues	Addressing issues for IB claimants who are currently workless – *Employment Action Plan* Improved accessibility to key regeneration sites for employment and training opportunities – *Employment Action Plan* Reducing health inequalities by improving access to healthcare – *Health Action Plan* Assisting young learners with travel costs – *Education Action Plan* Addressing skills mis-match issues by improving access to learning – *Employment and Education Action Plans*

Map 9.16: Access to Haydock Industrial Estate am Peak

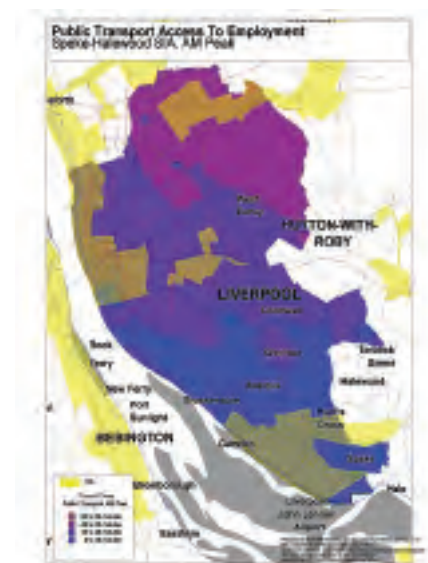

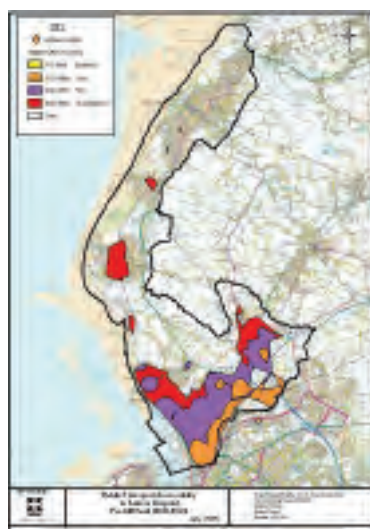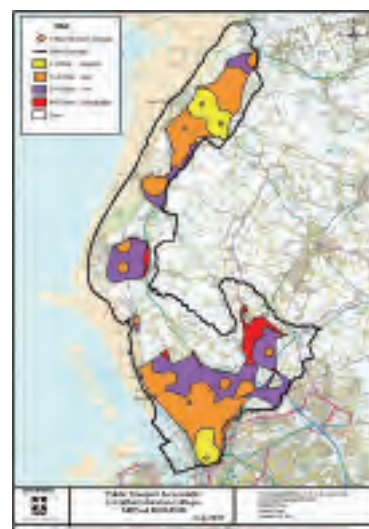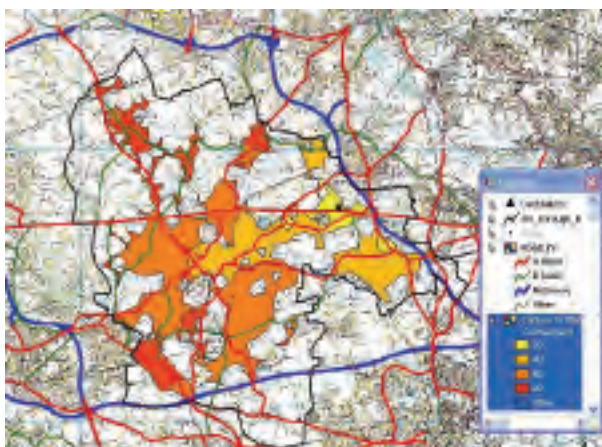**Map 9.17: Access to Proposed Omega Site**
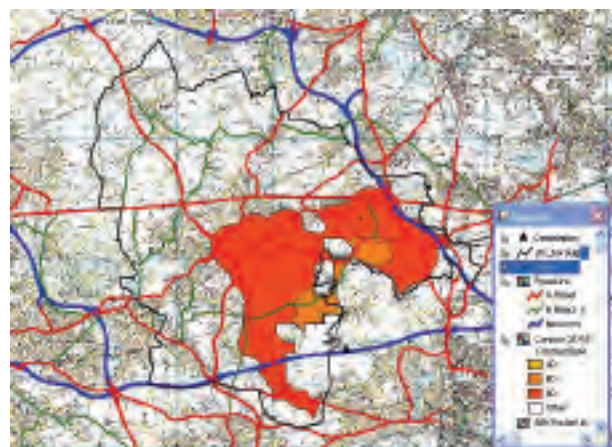
Figure 9.10 : Key Issues from Wirral Local Accessibility Audit

Priority Groups and Areas	Key Accessibility Issues	LSP Transport Issues	Links to Strategic Stakeholder Priorities
Pathways areas of: Birkenhead, Leasowe, Woodchurch, Moreton, Beechwood, Noctorum, Seacombe, Poulton, Egremont, Tranmere, Rock Ferry, Bebington/ Bromborough, Mill Park	Poor access to employment opportunities on Wirral International Business Park Poor cross boundary linkages to Deeside Industrial Park, Chester Business Park and Cheshire Oaks Poor accessibility to post 16 education at Wirral Met 12 Quays site Poor links from many parts of Wirral to major hospital at Arrowe Park Lack of evening services	Access to Chester Business Park, Broughton and Deeside for employment Access to health and education/training services Night buses Bus service penetration of housing estates Good links to HMRI areas	Improved access to key employment sites – Wirral and cross boundary – *Employment Action Plan* Improved access to post 16 education for excluded young people – *Education Action Plan* Reducing health inequalities by improving access to healthcare – *Health Action Plan* Improved accessibility for staff and patients at health sites – *Health Action Plan*

Map 9.18: Access to Deeside Industrial Estate for 6am Start
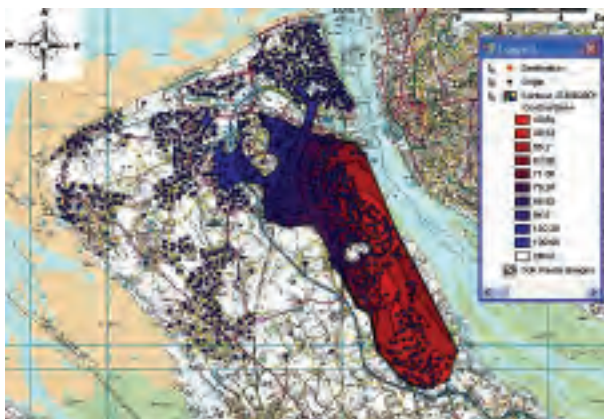
Map 9.19: Access to 12 Quays Campus Weekday am Peak
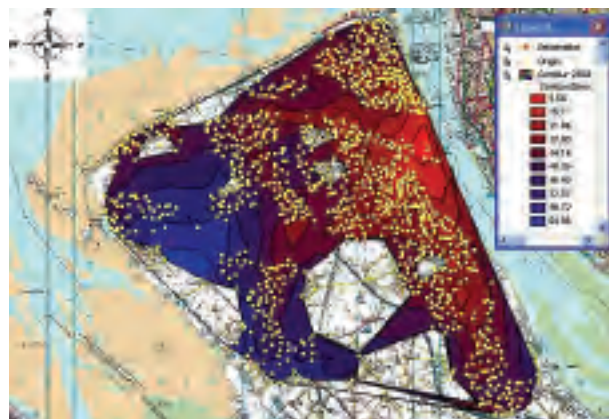
Housing Market Renewal Initiative

9.96 An assessment of the HMRI intervention areas has shown that some communities are not well served by public transport, particularly in parts of the Wirral, where the North – South link to employment opportunities in Deeside and North East Wales are limited. Similarly in parts of North Liverpool transport linkages to the city centre and to employment opportunities need to be enhanced and attention paid to the severance of the east-west transport links caused by Scotland Road. The growing city centre residential market is not well served in terms of links to recreation opportunities offered by Sefton Park and other South Liverpool attractions.

9.97 At the sub-district HMR level, The Strategic Investment Areas have been and will continue to be a particular focus for development and economic activity. This was discussed in Chapter 4.

9.98 Current HMRI Priority Areas are:
Liverpool
- City Centre North
- Stanley Park
- Wavertree
- City Centre South

Map 9.20 Liverpool HMRI Priority Areas
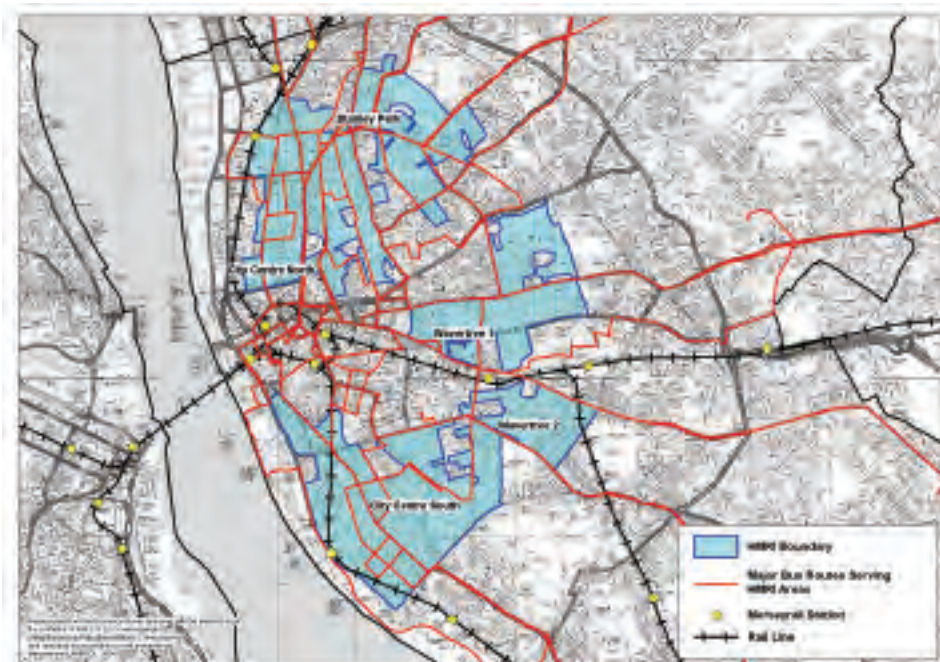
9.99   Sefton
   • Bedford Road, Queens Road, Worcester Road
   • Klondyke and Hawthorne Road Corridor

Map 9.21 Sefton HMRI Priority Areas
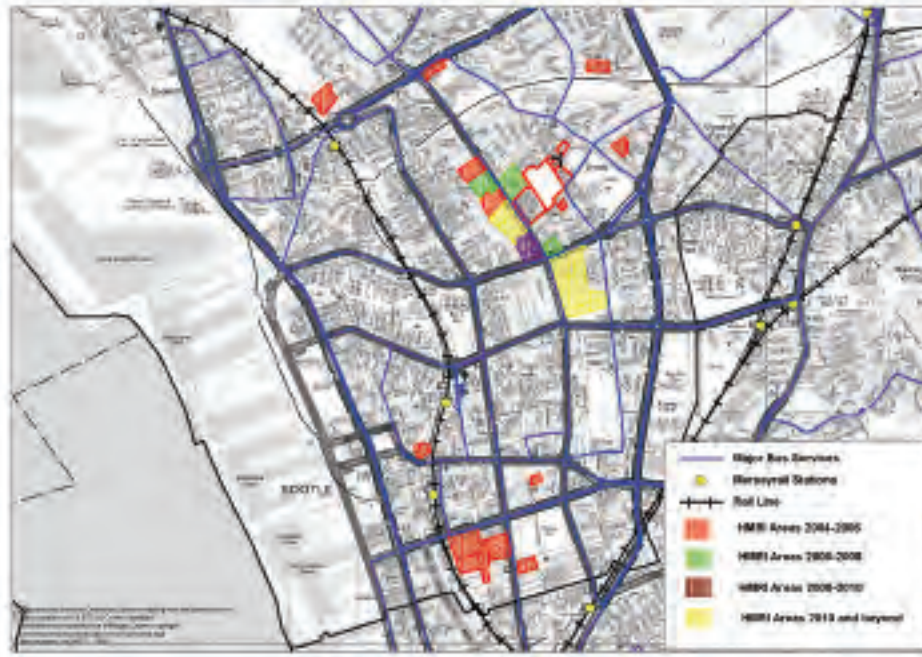
9.100   Wirral
   • Birkenhead
   • Tranmere; and
   • Rock Ferry

Map 9.21 Wirral HMRI Priority Areas

9.101   The evidence base has provided a clear focus for the SAPs and local partners to begin the task of prioritising activities across the key sectors of employment, health and education. This will be aided by the analysis emerging from Accession.

9.102   To date, strategic accessibility audits have been completed and Accession has been used to produce a series of maps showing accessibility by public transport to major employment sites, main hospitals, GP surgeries, colleges and main shopping centres across Merseyside over a number of different time periods agreed with partners to reflect main journey patterns. Initial analysis of the results confirm that it is the Pathways areas who are suffering most from poor accessibility to key opportunities and services. Results from Accession have started to highlight specific accessibility problems, for example poor accessibility to Chester Business Park from Wirral and poor accessibility to the Women's Hospital from the North Liverpool area.

9.103   These results are being used by the SAPs and are aiding the prioritisation of activities and to inform the continuing work on local accessibility assessments. Accession is being used to build on the results from the strategic audits to determine accessibility issues at the local district level across all modes of transport.

9.104   Each of the SAPs has been working on identifying areas of work where joint initiatives to improve accessibility across each of the key sectors can be developed.

Potential Solutions

9.105   Set out below are a range of possible solutions open to us to address the access gaps we have identified. This is not exhaustive and as we have set out later, we are looking to the communities themselves to identify other options.

Local Development Frameworks and the SPD

9.106   Well integrated land use and transport provision is of crucial importance to this Accessibility Strategy. It can assist our commitment to equality of travel opportunity, across many priority areas, and make it easier for people to access opportunities, and can reduce the need to travel. The development of Merseyside SPD on transport and access is a critical element of this, and aims to set out a clear and consistent standard for LPAs and developers to ensure that a system to improve the integration of transport and land use planning is in place. For example, the introduction of the new system of LDFs has seen the introduction in 2004 of Annual Monitoring Reports. Accessibility to basic services from new housing development is one of the key indicators that has to be measured. Local Planning Authorities in Merseyside are starting to examine how accessibility can be built into their new LDFs. This has included data collection, local partnerships and use of accessibility mapping using Accession in analysing suitability of sites for allocation. The integration of land use and transport was discussed in Chapter 6.

Smarter Choices - TravelWise

9.107   The TravelWise initiative will be closely linked to this strategy and will continue to integrate travel plan work with the development control process and contribute to the partners developing a common SPD on Access and transport for Merseyside.   The role of TravelWise and the development of workplace and school/college travel plans was highlighted as a key mechanism for delivering accessibility improvements to existing sites and new developments as part of the accessibility planning pilot study for access to health undertaken on Merseyside. The role of TravelWise was discussed in Chapter 6.

Public Transport

9.108   A key element of the Accessibility Strategy will be improvements to the public transport network in particular the role of bus. The revised Merseyside Bus Strategy places improving accessibility at the heart of delivering a 'single integrated public transport system accessible to all'. Chapter 6 discusses the Bus Strategy in greater detail and a full copy of the Bus Strategy is shown in Appendix One.

9.109   Merseytravel will review the scope and extent of the tendered bus network to ensure best value for money, and will work with partners to review priorities for service improvements. Merseytravel will review the guidelines for the provision of supported bus services with a view to setting minimum accessibility standards to the key locations for employment, education and healthcare as part of the Accessibility Strategy which in turn will be used to inform the programmes of action discussed in relation to the single integrated public transport network.

Community Transport Sector

9.110   The Merseyside Community Transport sector has a great deal of potential to help meet the transport needs of local communities, especially those at risk of social exclusion.

9.111   The LTP partners wish to see a strong, dynamic community transport sector in Merseyside and recognise the important role community transport has to play in a number of key areas of transport provision. To support this, Merseytravel have initiated a two year pilot project to develop a support structure for the community transport sector. The Merseyside Communities on the Move project is an action research and development project designed to build capacity and capabilities within the Merseyside community transport sector and to identify ways forward that enables the expertise in the sector to be used for the benefit of socially excluded communities. The project is being led by the Community Transport Association.

9.112   The project is providing the Community Transport Operators in Merseyside with access to consultants approved by the CTA to support the development of a workable sector forum, providing training needs analysis, business planning and advice as well as opportunities to identify best practice and establish sustainable growth. The pilot intends to demonstrate opportunities available for the securing of contracts to deliver transport services on behalf of key agencies and service providers.

Demand Responsive Transport

9.113   For many residents living in disadvantaged communities the conventional bus network may not often meet their transport requirements such as reaching health appointments, catering for early morning or late night shift start and finish times. There is therefore a need to develop new transport solutions to meet the needs of everybody in the community. This will include expanding the role of Demand Responsive Transport and building on the expertise of the Community Transport Sector.

9.114   Initiatives such as Joblink have had a real impact in reducing accessibility barriers for job seekers accessing employment. A recent study by the FIA Foundation used Wirral Joblink as a case study as part of an international study – Evaluating the Contribution of Transport Projects to Welfare to Work (not yet published) to assess the effectiveness of transport interventions on reducing social exclusion in particular addressing barriers to work found that *'Joblink has removed many of the physical barriers preventing Wirral Pathways residents taking up new employment opportunities'*.

9.115   The study also recognises that Joblink could have a significant role to play in the regeneration of Wirral and the boost this could have to the local economy by removing accessibility barriers. The role of complimentary measures, such as travel training, and targeted information, through initiatives such as Neighbourhood Travel Teams, is recognised, and Joblink is cited as a good example of how any new services can be adapted relatively quickly in response to new developments in the labour market. This is encouraging and we will build on this in the Access Plan.

9.116   Merseytravel has recently completed a major study into the future role of Demand Responsive Transport services across Merseyside including how these can be integrated into non-emergency transport provision and expanding the role of the Community Transport sector. This work will be particularly important as part of the Patient Choice agenda.

9.117   The research provides a framework for the future development of DRT in Merseyside. Based on this, Merseytravel will, through the Access Strategy enhance and develop the role of Merseylink and Joblink services, build on exploratory work with other DRT providers such as the ambulance service, social services and education transport examining the potential for using these fleets to deliver enhanced services and integrating the taxi sector. Merseytravel will also seek to maximise the benefits of the latest technology for booking and operational control of DRT services.

Walking and Cycling

9.118   The role of walking and cycling in improving accessibility is not to be underestimated. It is likely that each trip will begin and end with a walk meaning that this part of the trip is equally important. Walking and cycling are embedded within the Accessibility Strategy, and there is significant potential for these modes to make a positive contribution to ensuring safe and sustainable access to a range of places and opportunities. For example, contributing to sustainable communities, through new housing developments, by ensuring that adequate walking and cycling facilities are built in at the design stage.

9.119   It will also be crucial that the pedestrian environment is accessible to all who use it, in particular the elderly or disabled who may be reluctant to travel because of problems with the pedestrian environment. As part of the Access Plan we will be working with disability officers to assess the accessibility of the pedestrian environment.

Neighbourhood Travel Co-ordinators

9.120 The ability to access and understand information is crucial in overcoming transport barriers and broadening travel horizons for excluded people. Breakthrough recommended the establishment of a team of Neighbourhood Travel Co-ordinators (NTC's) who would be responsible for:
- Maximising the transport and travel opportunities of residents.
- Identifying and developing low cost travel solutions for local community needs.
- Providing a full range of travel information and personal travel advice.
- Liaising with Merseytravel, local authorities, key agencies and transport operators (including community/voluntary transport organisations) with regards to transport improvements/initiatives in each area.
- Providing better linkages with TravelSafe.

9.121 As part of the first Local Transport Plan a successful pilot scheme has been established in Birkenhead. It is envisaged that working with partners, NTC's will be established across Merseyside as part of an expanded Workwise programme across the area.

Best Practice: Neighbourhood Travel Teams

Interventions to address lack of information and limited travel horizons have proved successful. The provision of face to face travel surgeries in Job Centres, recruitment events and at community events and venues delivered in partnership with other agencies and organisations have proved effective in supporting individuals to broaden their travel horizons and to make informed choices about what training and employment options are available to them. These interventions have included the Neighbourhood Travel Team Pilot based in Birkenhead, Wirral. They serve communities most affected by worklessness to support awareness raising and take up of training and employment opportunities across the Mersey Dee Alliance (MDA) area. This pilot is funded by the MDA, Wirral Borough Council and Merseytravel.

A variation of the Neighbourhood Travel Team model is the use of outreach workers seconded to the Knowsley Working in Neighbourhoods (WiN) Pilot to provide transport information to overcome transport barriers. These outreach workers have had the same training opportunities and access to Merseytravel information and support as the Neighbourhood Travel Team Members but are working far more intensively in a focused geographic location: Towerhill and Northwood, Kirkby. This WiN Pilot is amongst the most successful of the national pilots.

Workwise

9.122 Workwise is a pilot project established by the MDA to work specifically with socially excluded people and to remove transport barriers that block people from accessing employment and training and to find new ways of making access easier. It also seeks to improve the dissemination of information by integrating Workwise activities with NTC's.

9.123 The availability of skills is a real issue and simply providing transport links to areas of new employment opportunities is unlikely to assist many residents of disadvantaged communities. Therefore the Workwise initiative will act as a bridge between agencies working with unemployed residents and employers to ensure the right skills match. The Workwise initiative will run for 2 years and will be reviewed to assess the benefits in extending the scheme to cover other areas of Merseyside.

Best Practice: Mersey Dee Alliance Workwise

Workwise received a Highly Commended from the Association for Commuter Transport Commuter Initiative Awards for Innovation.

The ACT Commuter Initiative Awards were set up seven years ago to recognise originality and innovation in the field of travel planning. The award scheme is open to all organisations and businesses that are members of the ACT. This year 56 nominations were received.

The Mersey Dee Alliance WorkWise Initiative, a project supported by Merseytravel and Wirral received a Highly Commended in the category for Innovation.

Comments from the ACT

This project was felt to represent cutting edge in joined up working and no nonsense functional thinking. The Mersey Dee Alliance is a partnership alliance that aims to address transport as a barrier to access employment, education and training schemes.

They have achieved this through a package of schemes. For example the alliance identified that waiting for the first months paycheque when starting a new job can be a barrier to taking up employment. Therefore a TravelCard is provided to enable people to gain access to 1 month of free public transport.

The package of initiatives demonstrated a travel plan solution being applied to a fundamental socio-economic problem. It is well structured and is a credit to the innovative thinking and perseverance of its partners.

TravelWise

9.124   The role for Travel Plans in delivering accessibility assessments and improvements at major health sites, large employers and education sites is an approach being used across these sectors to ensure maximum efficiency in raising and addressing access issues. In this way the TravelWise programme is an integral element of Merseyside's Access strategy and is working at all levels to improve access through physical improvements at sites, promotion of hospital costs schemes, information provision and identification of service delivery issues as well as public transport considerations.

Funding

Getting There – Transport for The Community, Let's Get Moving

9.125   Merseytravel has been successful in securing £3m of European Objective 1 funding to support measures which address transport to life opportunities such as employment, training, health services, fresh food shopping as well as social and leisure activities. Using the Accessibility Strategy as a framework through which the funding will be delivered we will focus on the following issues:-

  • This funding will be targeted at those residents living in Merseyside Pathways areas;
  • The funding will assist voluntary and community organisations to respond to local transport needs. This could be through providing transport services to groups for jobs and training purposes;
  • To help voluntary and community organisations develop a business plan so that they can respond to local transport needs and help grow the local social economy;
  • To develop different ways of sharing public transport information and increase people's confidence and mobility through neighbourhood travel teams, support for people who want to use the public transport system, new ways of relaying transport information so that people can make informed choices and more easily use services and opportunities; and
  • Responding to new demands for transport through the development of the LTP to address factors which affect everyone's quality of life.

9.126   The allocation of £3m of 'additional' funding to support the Access Plan is a significant factor for the success of our proposals. Bids for this funding are to be carried out on a commissioning basis and information on how to access the funding has been produced and distributed widely across Merseyside. Details are included in Appendix Eight.

9.127   The LTP Partners are using existing LTP funding to provide capital grants to community transport operators. The Local Transport Plan Community Transport/Access Grant Fund makes grants of up to £25,000 available for projects which address transport barriers. This fund assesses bids in relation to the priorities of both the LTP and Breakthrough.

9.128   Merseytravel has an annual budget of £20m to fund socially necessary bus services. However, this budget is coming under increasing pressure due to commercial de-registrations by bus operators, and the rising costs of replacing withdrawn services. In order to ensure best value for money, Merseytravel, is, as part of the Merseyside Bus Strategy, revising the criteria for the provision of supported bus services. We have agreed with Merseytravel that the Accessibility Strategy will be used as a platform for developing these criteria to ensure that this budget works as hard as possible to solve accessibility issues. (See Chapter 6 and Appendix One).

9.129   Merseyside has also been highly successful in attracting other sources of funding to support transport developments. This has included Urban Bus Challenge and Kickstart funding, funding from the North West Development Agency to support the MDA, European research funding and contributions from partners such as Jobcentre Plus and the Primary Care Trusts. There are also other potential sources of funding contributing to transport developments. For example we have been successful in securing Neighbourhood Renewal Funding from Wirral LSP to support the expansion of the successful Neighbourhood Travel Co-ordinators team. This illustrates cross sector support for what we are trying to achieve, and all partners are committed to identifying appropriate sources of funding to implement measures in each of the joint action plans. We will continue to explore with our LSP partners the potential for using the 'powers of well being' to help deliver our shared access requirements.

Appraisal

9.130   Our option appraisal has been conducted under the themes of employment, education, healthcare and food and housing market renewal.

Figure 9.11 Option Appraisal for Access to Employment

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Access to cross boundary employment sites - Deeside Industrial Estate, Chester Business Park, Broughton, Cheshire Oaks from Wirral: • *Pathways areas* • *Wallasey* • *West Wirral*	Development of new bus services	• Improves accessibility to poorly served locations • Removes barriers preventing jobseekers taking up new employment opportunities • May have benefits in improving access to other services	• Can be expensive to operate • High cost of fares may act as a barrier to usage • Potential for long journey times • Bus operator reluctance to run services to meet specific shift start/finish times • Lack of revenue for new bus services • Merseytravel review on criteria for new bus services pending • Bus operator unwillingness to serve cross boundary sites • Rising costs for transport services	• Any new service introduced has the potential to improve access to other services elsewhere – employment at hospitals, journeys for education and other work locations • Potential to increase bus ridership thereby contributing to bus patronage target • Encourage a modal shift away from the private car and help reduce congestion	• Current figures estimate the cost of a new fixed route bus service to be in excess of £100k per annum for a half hourly all day service. To provide fixed route service that only operate at key shift times then costs are likely to increase • It would take time to build up patronage levels threatening economic viability of service	• Through the revised Merseyside Bus Strategy, Merseytravel will be reviewing the criteria for supported bus services as a consequence of increasing financial pressure on revenue budgets. This review will take place over the next 12 months and the development of any new bus service needs to be set along this.

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Expand existing DRT services	• Improves accessibility to poorly served locations • Removes barriers preventing jobseekers taking up new employment opportunities • Offers affordable journeys fro employment – flat fare of 50p • Can react quickly to changes in the labour market • Provision of access where a commercial service cannot be supported • Funding available	• Existing service have an element of European funding which is coming to an end. • Merseytravel would have to assume full costs of services • High cost per passenger on some services • Merseytravel review on criteria for supported bus services	• Potential for any expanded/new DRT services to have benefits outside of access to employment. For instance DRT could be used for addressing access problems to healthcare, education, leisure and food shopping for our priority groups and areas	• Merseytravel are currently installing sophisticated scheduling and booking software for DRT services. This will allow us to better manage the service and offer extended journey opportunities to excluded groups and communities thereby increasing usage of services and reducing costs	• Up to £1.8m of funding is available to support 6 new DRT routes to improve access to opportunities and services. We will be inviting bids from community and voluntary groups to operate these services. These will be rolled out by December 2006 as shown in 2006/07 Action Plan
	Improved rail services between Bidston and Wrexham	LTP emerging major scheme subject to ongoing feasibility work				An emerging major scheme in the LTP requiring further detailed work

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Introduce a Merseyside wide Workwise Initiative	• Specifically works with socially excluded people to remove transport barriers to employment and training • Can assist with improved information provision, transport costs and personalised journey planning for workless residents	• Who would run the programme? – a Workwise co-ordinator would required which has funding implications • Commitment from partner organisations • Availability of revenue to implement Workwise initiatives	• While Workwise is primarily aimed at removing transport barriers to employment as the scheme in operation in the MDA area shows the benefits of the programme are not confined to this specific area e.g. MDA Workwise Co-ordinator is increasingly working with health providers to improve access for staff and patients	• The main aim of a Workwise initiative is travel advocacy and confidence building to hellp overcome transport barriers. Many of the tools to do this can be provided by existing resources thereby minimising any additional expenditure.	• The scheme in operation across the MDA area has been highly successful and is already performing well against set targets. JCP have been a key partner in this and based on success to date they wish to roll out the Workwise project across Merseyside. We have funding available for this and will be inviting bids to expand Workwise during 2006.

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Scooter Commuter scheme	• Allows individuals to make journeys that cannot be made by conventional public transport or DRT	• Training needs of individuals using a scooter • Cost of scooter purchase • Suitable location to store equipment • Insurance costs	• Use of a scooter has additional benefits outside of core journeys e.g greater independence for individuals opening up additional opportunites that may have bee previously denied – leisure etc • Potential dis-benefit of increased risk of accidents impacting on road safety targets • Inappropriate use of scooters causing anti social behaviour • Risk of theft	• A Scooter Commuter scheme currently operates across the MDA area and latest figures show that the scheme costs £700 per person for use of scooter, training and equipment for a 6 month period. Although in its infancy 15 people are members of the scheme at a total cost of £10,500. This compares well against costs of providing new bus links as highlighted above.	• It is our intention in partnership with JCP to expand the existing Scooter Commuter scheme to cover all of Merseyside. Funding is available and bids will be invited during 2006. This will be run under the Workwise banner and will be rolled out during 2006/7.

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	• Develop "How to Get to" guides/maps • Improved travel information	• Increases individuals awareness of transport options • Helps overcome low travel horizons barriers by showing journeys can be made • Facilitates journey planning	• Changes to public transport negating information provided leading to confusion and uncertainty • Information not always easily understood – learning disability, English not first language • Provision of information in a number of formats increasing costs	• Provision of good quality information has benefits for existing staff who may be encouraged to change their travel behaviour as a result of being better informed. This could for example have benefits in reducing congestion around sites	• The provision of information is crucial and even more so for excluded communities. Information can exist in may formats and can be provided relatively cheaply e.g. a personalised journey plan using Merseyside journey planner	• The provision of information is a key task for the access plan to improve the availability of transport information to key excluded groups and we will be delivering this through the Bus and Information Strategies
	Development of travel passes available at a reduced cost	• Helps with overcoming high transport costs • Benefits for other journey purposes – shopping etc	• Costly to implement • No clear indication of numbers that would benefit across Merseyside • Accessibility of outlets selling tickets	• Ease cost of transport for other journeys - health, leisure, shopping, education • Potential to increase bus ridership	• Costs of developing new tickets would be prohibitive • More advantageous to expand number of outlets selling Merseytravel range of pre-paid discount tickets	• We will complete an assessment of the range of suitable ticket oulets with key stakeholders.

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Expansion of Neighbourhood Travel Teams	• Creates employment – team drawn from the community they serve • Maximises the transport and travel opportunities of residents • Assistance with low cost travel solutions • Offers personal travel advice	• Funding often difficult to identify • Requires a multi agency approach to be successful – commitment from partners • Lack of appropriate community facilities to base teams	• Interventions to address lack of information and low travel horizons have proved successful. Individuals confidence grows and often leads to more travel opportunities to access other opportunities and services	• Two pilot schemes are currently in operation across Merseyside – Wirral and Knowsley in partnership with LA and JCP. Both have proved highly successful. To date the NTT's have assisted over 2000 individuals with their transport needs.	• We have funding available to establish Neighbourhood Travel Teams across Merseyside. These will be in place by 2007.

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Access to Wirral International Business Park in particular from Pathways areas and parts of West Wirral and NE Wirral	New bus services	See above				
	Expand existing DRT provision	See above				
	Improve walking routes from existing public transport nodes	• Safer and more sustainable access to employment sites • Health benefits of walking • Major opportunities for linking with HMRI	• Identification of suitable walking routes • Cost of implementation	• Improvements to walking in general addresses social inclusion issues and can improve easy access to employment, health, educational and social opportunities by linking to public transport	• Walking is essential in delivering the objectives of the LTP and the shared priorities in particular access	• An overarching aim of the revised Pedestrian Strategy is to address issues of social inclusion in conjunction with the Accessibility Strategy. We will be improving pedestrian environment in line with LTP proposals
	Improve cycle routes to Business Park	• Improves access to sites where public transport is not an option • Health benefits of cycling	• Fear of using the highway • Shift in partners approach to cycling	• Cycling has significant potential for playing a greatly increased role for contributing to congestion, accessibility and aim quality aims	• Significant commitment in the LTP for improving cycling	• Accessibility Strategy working in conjunction with Cycling Strategy to deliver accessibility improvements

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Work with employers on developing work place travel plans	• Helps address the impact of traffic generation at employment sites • Increase accessibility to opportunities	• Commitment from organisations to implement a travel plan	• Benefits for existing staff • Encourages greater use of sustainable transport reducing congestion and helping local air quality	• Many employers across Merseyside are now engaged in travel planning supported by TravelWise.	• TravelWise will continue to work with employers and authorities to ensure effectiveness of travel plans.
Access to Haydock Industrial Estate from St Helens	Merseyside wide initiatives plus:	Workwise, Neighbourhood Travel Teams, Scooter Commuter, expansion of DRT and improved information provision				
Access to employment sites from St Helens	Implementation of Haydock Transport Plan	Haydock Action Plan under development in partnership with key stakeholders a number of proposed solutions have been identified but these have yet to be fully appraised. Options will be appraised during 2006				
rural areas	Expand role of DRT	See above				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Access to Omega from St Helens *Access to employment sites ouside of St Helens – Huyton, Kirkby, Skelmersdale, Widnes*	Engage Community Transport operators	• CT has significant potential to provide journey opportunities where commercial support is not provided	• Capacity of the CT sector to operate services • Long term financial stability of the sector	• CT sector has potential for providing numerous options for socially excluded groups e.g could run Workwise, operate DRT, Communty car share schemes etc	• LTP partners want to see a vibrant CT sector on Merseyside. CT could be a low cost option for a wide range of services	• We are supporting the development of the CT sector through the Merseyside Communities of the Move Project. Funding is available for community and voluntary groups to bid for solutions that address accessibility problems for excluded groups
	Implement recommendations of CANGO study	Appraisal of recommendations ongoing. Significant improvements for rural accessibility. Work to be completed by May 2006				
	Implement a Workwise initiative	The Workwise initiative is a Merseyside wide project. See description above				
	Develop cross boundary ticketing	The same issues as described above are relevant				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Improve existing public transport services	• Improves accessibility to poorly served locations • Removes barriers preventing jobseekers taking up new employment opportunities • May have benefits in improving access to other services	• Can be expensive to operate • High cost of fares may act as a barrier to usage • Potential for long journey times • Bus operator reluctance to run services to meet specific shift start/finish times • Lack of revenue for new bus services • Merseytravel review on criteria for new bus services pending • Bus operator unwillingness to serve cross boundary sites • Rising costs for transport services	• Any new service introduced has the potential to improve access to other services – employment at hospitals, journeys for education and other work locations • Potential to increase bus ridership thereby contributing to bus patronage target • Encourage a modal shift away from the private car and help reduce congestion	• Current figures estimate the cost of a new fixed route bus service to be in excess of £100k per annum for a half hourly all day service. To provide fixed route service that only operate at key shift times then costs are likely to increase • It would take time to build up patronage levels threatening economic viability of service	• Through the revised Merseyside Bus Strategy, Merseytravel will be reviewing the criteria for supported bus services as a consequence of increasing financial pressure on revenue budgets. This review will take place over the next 12 months and the development of any new bus service needs to be set along this.
	Implement Omega Transport Plan	Omega Action Plan under development in partnership with key stakeholders. A number of proposed solutions have been identified but these have yet to be fully appraised. Options will be appraised in line with developments at the site.				
	Subsidise jobseekers travel costs	This would be delivered as part of the work of Workwise and the Neighbourhood Travel Teams				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Poor access to Knowlsey employment sites from : • *Halewood* • *Tower Hill* • *Northwood* • *Stockbridge Village* • *Huyton* • *Bewley Drive* • *Shevington*	Merseyside wide initiatives plus: Improve pedestrian access to major employment sites in Knowlsey Improve cycle access to major employment sites in Knowlsey	Workwise, Neighbourhood Travel Teams, Scooter Commuter, expansion of DRT and improved information provision See above See above				
Poor North-South transport links in Knowsley	Shared employee transport schemes to key employment sites	This option has yet to be appraised and will be subject to further work over the coming months				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Access to Southport Business Park for residents in South Sefton areas of Bootle, Litherland, Netherton	Implement Merseyside wide initiatives	Workwise, Neighbourhood Travel Teams, Scooter Commuter, expansion of DRT and improved information provision				
Poor access to Atlantic Gateway SIA						
Access to cross boundary employment locations in Ormskirk, Burscough and Preston						
Poor links to Speke/Halewood employment area from North Liverpool	Implement Merseyside wide initiatives	Workwise, Neighbourhood Travel Teams, Scooter Commuter, expansion of DRT and improved information provision				
	Develop a cycle loop scheme	Further development work required on this before a full appraisal can take place				
Poor East-West transport links in North Liverpool	Develop taxi scheme	Work is currently ongoing with taxi trade to develop a scheme. Further work required				
	Develop taxi scheme	See improvements to cycling above – delivered through Cycle Training Initiative				

Figure 9.12 Access to Education – Option Appraisal

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Availability of public transport to post 16 education facilities: • *Pumfields from South Liverpool* • *12 Quays from NE Wirral* • *Southport College from South Sefton* • *Kirkby College from Halewood and Whiston* • *Access to college sites in St Helens for rural areas*	Development of new bus services	• Improves accessibility to poorly served locations • Removes barriers preventing jobseekers taking up new employment opportunities • May have benefits in improving access to other services	• Can be expensive to operate • High cost of fares may act as a barrier to usage • Potential for long journey times • Lack of revenue for new bus services • Merseytravel review on criteria for new bus services pending • Rising costs for transport services	• Any new service introduced has the potential to improve access to other services elsewhere – employment at hospitals, journeys work locations • Potential to increase bus ridership thereby contributing to bus patronage target • Encourage a modal shift away from the private car and help reduce congestion	• Current figures estimate the cost of a new fixed route bus service to be in excess of £100k per annum for a half hourly all day service. • It would take time to build up patronage levels threatening economic viability of service	• Through the revised Merseyside Bus Strategy, Merseytravel will be reviewing the criteria for supported bus services as a consequence of increasing financial pressure on revenue budgets. This review will take place over the next 12 months and the development of any new bus service needs to be set along this.

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Development of college travel plans	• Easier access to sites for students and staff • Encourage greater use of sustainable transport modes	• Support from colleges to develop a travel plan • Revenue to implement travel plan actions	• Tackles local congestion • Improves local road safety • Impact on health and the environment	• To ensure best value for money college travel plans should be integrated with Bus, Walking, Pedestrian and Accessibility Strategies	• Taken forward in line with LTP timescales/ proposals
	Improve information provision for young people	• Increases individuals awareness of transport options • Helps overcome low travel horizons barriers by showing journeys can be made • Facilitates journey planning	• Changes to public transport negating information provided leading to confusion and uncertainty • Information not always easily understood – learning disability, English not first language • Provision of information in a number of formats increasing costs	• Provision of good quality information has benefits for existing staff who may be encouraged to change their travel behaviour as a result of being better informed. This could for example have benefits in reducing congestion around sites	• The provision of information is crucial and even more so for excluded communities. Information can exist in may formats and can be provided relatively cheaply e.g. a personalised journey plan using Merseyside journey planner	• The provision of information is a key task for the access plan to improve the availability of transport information to key excluded groups and we will be delivering this through the Bus and Information Strategies

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Establish a Scooter Commuter scheme to improve access to colleges	• Allows individuals to make journeys that cannot be made by conventional public transport or DRT	• Training needs of individuals using a scooter • Cost of scooter purchase • Suitable location to store equipment • Insurance costs	• Use of a scooter has additional benefits outside of core journeys e.g greater independence for individuals opening up additional opportunites that may have bee previously denied – leisure etc • Potential dis-benefit of increased risk of accidents impacting on road safety targets • Inappropriate use of scooters causing anti social behaviour • Risk of theft	• A Scooter Commuter scheme currently operates across the MDA area and latest figures show that the scheme costs £700 per person for use of scooter, training and equipment for a 6 month period. Although in its infancy 15 people are members of the scheme at a total cost of £10,500. This compares well against costs of providing new bus links as highlighted above.	• In the first instance the Scooter Commuter scheme will be rolled out to assist access to employment. We will be examining with LSC/LEA options for expanding the school to cover journeys to learning at schools/ colleges

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Cost of using public transport for 16-19 year olds accessing education	Provision of a free travel pass for all 16-19 year old learners	• Addresses major issue of high cost of public transport for young people	• High cost of operating travel pass scheme • Unclear who would potentially fund this • Lack of political will at present time	• High cost of transport to colleges is not the only barrier faced by young people. Access to leisure, sport and other facilities is also a barrier due to high transport costs. Provision of a pass would help overcome this.	• We have estimated that to provide a free travel pass for all 16-19 year old learners would cost approx £4m per annum	• This is a long term aspiration. More work is required within the SAP for education to look at ways forward
	Targeted assistance for those currently not in education	• Remove travel cost barriers for specific groups to access learning	• Biggest barrier would be funding plus commitment from other partners	• This initiative would be targeted at specific individuals in priority areas who are traditionally hard to reach • Any such scheme would directly contribute to LSC tagets for access to education	• No clear indication of likely costs of scheme at this stage. • Each individuals needs may be different and assistance and levels of assistance may vary	• Funding is available to invite bids from appropriate groups for an assisted costs scheme.
	Promote walking and cycling	Walking and cycling improvements to be delivered in LTP through Pedestrian and Cycling Strategies linked to Accessibility and Bus Strategies as highlighted above				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Implications of results of LSC StAR	Currently assessing results. This will require additional work to identify solutions over the next 3 to 6 months					
Building Schools for the Future	Establish partnership with LPA's and LEA's to consider access issues for new developments	Work ongoing across Merseyside to identify suitable sites for new development. We are engaged with LSC and LEA's to ensure that accessibility is a key consideration in future locational policies. Potential options will be appraised in line with Building Schools for the Future proposals				
Inter school transport arrangements for schools engaged in collaborative arrangements	Use of DRT/ Joblink to provide inter site transport	• Safe convenient links between school sites	• Capacity of existing services to cope with demand • Could be a relatively expensive option compared to alternatives	• This could potentially dis-benefit existing Joblink users by removing journeys that they otherwise would have used	• It is likely that additional resources would be required to fulfil all needs from schools. Questions over value for money of such an approach	• This is not an action for priority and is to be developed no further at this stage
	Use community transport to provide inter site journeys	• As above plus capacity building of CT sector by growing business	• Funding • Existing capacity within the CT sector • Quality of the fleet – inaccessible vehicles	• Wider community benefits could accrue through additionality of services for other purposes once school runs complete – health, employment etc	• Successful model for this operates in Knowsley and has proved to be a considerably cheaper option than former system of funding taxis and other bus services	• Further work need with school collaboratives due to come on stream in September 2006 to establish inter site transport needs

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Develop safe walking and cycling routes between sites	• Sustainable access between sites • Contributes to health of children	• Funding – school sites/LA's • Attitude of schools and authorities	• Wider community would benefit in terms of safe pedestrian and cycle routes encouraging more walking and cycling and improving access to key opportunites and facilities	• LTP capital programme for improvements to access to school sites	• Develop linkages between Accessibility Strategy and School Travel Strategy

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Access to college sites in the evening for adult learning:- • *Child care* • *Personal security* • *Travel costs* • *Reluctance to travel* • *Awareness of transport options*	Enhancement of evening bus services	• Would increase access to sites where evening bus service provision is poor • Would help overcome personal security fears	• Commercial operator reluctance to operate evening services • Limited funding for supported services	• Any improved service has the potential to improve access to other services elsewhere –hospitals, leisure • Potential to increase bus ridership thereby contributing to bus patronage target • Encourage a modal shift away from the private car	• Would have to question the costs of service improvements against likely numbers of people to use services	• Through the revised Merseyside Bus Strategy, Merseytravel will be reviewing the criteria for supported bus services as a consequence of increasing financial pressure on revenue budgets. This review will take place over the next 12 months and the development of any new bus service needs to be set along this.
	Provision of crèche facilities at learning sites	This option needs further work with individual college sites.				
	Assist learners with transport costs	Issues addressed in providing targeted assistance for specific groups are relevant here – see above				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Work with Travelsafe to improve security in and around public transport	We have started to use data from Travelsafe IRIS system to overlay on areas of problems with accessibility particularly during evenings. This is a priority area for further work				
	Improve information provision on how to access learning	• Increases individuals awareness of transport options • Helps overcome low travel horizons barriers by showing journeys can be made • Facilitates journey planning	• Changes to public transport negating information provided leading to confusion and uncertainty • Information not always easily understood – learning disability, English not first language • Provision of information in a number of formats increasing costs	• Provision of good quality information could increase participation in adult learning by making all aware of what is available.	• The provision of information is crucial and even more so for excluded communities. Information can exist in may formats and can be provided relatively cheaply e.g. a personalised journey plan using Merseyside journey planner	• The provision of information is a key task for the access plan to improve the availability of transport information to key excluded groups and we will be delivering this through the Bus and Information Strategies

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Provision of home to school transport Merseyside wide	Provision of dedicated school services	• Would provide safe and reliable journeys to/from school • Would reduce reliance on the school run • Could potentially take children off conventional services thereby reducing personal safety concerns	• Very expensive resource • Paucity of double deck vehicles to provide services – subsequent cost increase • Potentially duplicates existing services which could provide journeys • Pending review of criteria for tendered services	• Operating dedicated schools services may reduce capacity problems on conventional services that would otherwise provide journeys • May contribute to reducing congestion and air quality around school sites and helping school travel plan targets	• Currently 40% of Merseytravel revenue budget spent on schools transport. Is it anticipated that this may not be sustainable in the long term	• Through the revised Merseyside Bus Strategy, Merseytravel will be reviewing the criteria for supported bus services as a consequence of increasing financial pressure on revenue budgets. This review will take place over the next 12 months and the development of any new bus service needs to be set along this.

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Liase with schools over changing start/finish times	• Could serve a number of schools with one bus rather one vehicle for each site • Could potentially spread school run over a longer period, contributing to reduced congestion	• Parental opposition • School opposition	• Considerable savings on schools services budgets meaning resources could be used elsewhere for other essential services to improve accessibility	• Need to conduct a full assessment of likely implications to school budgets etc.	• Continue to liase with schools and LEA's on a way forward
	Replacement of school services with scheduled services	This is being addressed through the pending review of supported bus service criteria and work on the revised Merseyside Bus Strategy during 2006.				
	Development of school travel plans (STPs)	• Contribute to reducing peak morning traffic • Could improve health by encouraging more walking and cycling to school • Engages children while young regarding impact of travel choices	• Attitude of schools • Attitude of parents	• STPS are a key tool in reducing the impacts of the school run. • Can have a postive impact on tackling congestion, safety, health and environment issues • Supports planning schools service	• Major element of the LTP	• Delivered through Merseyside's School Travel Strategy
Implications of the Schools White Paper	Area of further work to be addressed over coming months					

Figure 9.13 Option Appraisal for Access to Health and Food

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Poor accessibility to major hospital sites across Merseyside. A lack of direct services to hospitals: *• Women's Hospital from North Liverpool* *• Whiston hospital from Haydock, Newton and Earlestown* *• Ormskirk hospital from Formby and Southport* *• Aintree hospital from South Sefton* *• Women's hospital from Sefton* *• Alder Hey from Sefton* *• Arrowe Park from NE Wirral*	Use of spare capacity on non emergency Patient Transport Services	We have made initial contact with PTS to discuss opportunities for further working together				We have made initial contact with PTS to discuss opportunities for further working together
	Make better use of the Hospital Travel Cost Scheme	Work undertaken as part of a Study into Access to Healthcare in Southport and Formby found that there is potential for HTCS efficiency improvements that would best be delivered through a more integrated approach to patient transport planning involving the patient transport service, community transport, taxi and bus operators				Review to be completed by 2007
	Develop travel plans for major hospital sites	• Helps address the impact of traffic generation at hospital sites • Increase accessibility to opportunities	• Commitment from organisations to implement a travel plan	• Benefits for existing staff • Encourages greater use of sustainable transport reducing congestion and helping local air quality	• Many hospital sites across Merseyside are now engaged in travel planning supported by TravelWise.	• TravelWise will continue to work with employers and authorities to ensure effectiveness of travel plans.
	Improvements to existing transport services	• Improves accessibility to poorly served locations • Removes barriers preventing jobseekers taking up new employment/ health	• Can be expensive to operate • High cost of fares may act as a barrier to usage • Potential for long journey times • Bus operator	• Any new service introduced has the potential to improve access to other services elsewhere – journeys for education and other work locations	• Current figures estimate the cost of a new fixed route bus service to be in excess of £100k per annum for a half hourly all day service. To provide fixed	• Through the revised Merseyside Bus Strategy, Merseytravel will be reviewing the criteria for supported bus services as a consequence of

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
		appointment opportunities • May have benefits in improving access to other services	reluctance to run services to meet specific shift start/finish times • Lack of revenue for new bus services • Merseytravel review on criteria for new bus services pending • Bus operator unwillingness to serve cross boundary sites • Rising costs for transport services	• Potential to increase bus ridership thereby contributing to bus patronage target • Encourage a modal shift away from the private car and help reduce congestion	route service that only operate at key shift times then costs are likely to increase • It would take time to build up patronage levels threatening economic viability of service	increasing financial pressure on revenue budgets. This review will take place over the next 12 months and the development of any new bus service needs to be set along this.
Investigate instances of Did Not Attend for hospital appointments		This is an area of work that will require further work. We currently do not have a clear picture of the levels of DNAs across Merseyside. We will be conducting a study into this by July 2006.				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Improved information provision to hospital sites – how to get to guides and maps	• Increases individuals awareness of transport options • Helps overcome low travel horizons barriers by showing journeys can be made • Facilitates journey planning	• Changes to public transport negating information provided leading to confusion and uncertainty • Information not always easily understood – learning disability, English not first language • Provision of information in a number of formats increasing costs	• Provision of good quality information has benefits for existing staff who may be encouraged to change their travel behaviour as a result of being better informed. This could for example have benefits in reducing congestion around sites	• The provision of information is crucial and even more so for excluded communities. Information can exist in may formats and can be provided relatively cheaply e.g. a personalised journey plan using Merseyside journey planner	• The provision of information is a key task for the access plan to improve the availability of transport information to key excluded groups and we will be delivering this through the Bus and Information Strategies
	Develop evidence on access for staff access to work at hospitals and health centres	Taken forward as an element of developing a hospital travel plan.				
	Review problems on access for mobility impaired people	This is currently being developed and is subject to a full option appraisal				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Cost of transport to healthcare appointments before 9.30am for concessionary pass holders	Remove morning peak restriction for journeys to healthcare only	• Would remove cost barrier of travelling in morning peak to healthcare	• Lack of revenue • Difficult to monitor specific journey types	• Open up travel opportunities for concessionary pass holders – leisure, shopping • Increased bus service patronage	• Costs of scheme estimated to be £2-3m per annum would currently be prohibitive	• No plans to develop further at this stage
	Promote Hospital Travel Scheme to maximise usage	Work undertaken as part of a Study into Access to Healthcare in Southport and Formby found that there is potential for HTCS efficiency improvements that would best be delivered through a more integrated approach to patient transport planning involving the patient transport service, community transport, taxi and bus operators				
	Examine changing appointment systems to suit the needs of the patient	An area requiring further work but could have significant benefits. We intend to introduce a pilot initiative by July 2006				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Use of community transport to provide journeys to healthcare	• CT has significant potential to provide journey opportunities where commercial support is not provided	• Capacity of the CT sector to operate services • Long term financial stability of the sector	• CT sector has potential for providing numerous options for socially excluded groups e.g could run Workwise, operate DRT, Communty car share schemes etc	• LTP partners want to see a vibrant CT sector on Merseyside. CT could be a low cost option for a wide range of services	• We are supporting the development of the CT sector through the Merseyside Communities of the Move Project. Funding is available for community and voluntary groups to bid for solutions that address accessibility problems for excluded groups
	Maximise use of Patient Transport Services	An area of future work				
Potential re-location of Alder Hey Hospital	Include accessibility criteria in new site/ service location assessment	An area of future work				
Potential redevelopment of Royal Liverpool Hospital	Include accessibility criteria in new site/ service location assessment	An area of future work				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Rural areas accessibility to healthcare: • *St Helens – Billinge, Bold, Crank & Kings Moss* • *Wirral – Barnston, Storeton & Brimstage*	New bus services linking rural communities to healthcare sites	See above on issues related to the provision of new bus services – Any new services dependant on available funding and outcomes of bus service criteria review being undertake by Merseytravel				
	Community transport operators to provide services	• CT has significant potential to provide journey opportunities where commercial support is not provided	• Capacity of the CT sector to operate services • Long term financial stability of the sector	• CT sector has potential for providing numerous options for socially excluded groups e.g could run Workwise, operate DRT, Communty car share schemes etc	• LTP partners want to see a vibrant CT sector on Merseyside. CT could be a low cost option for a wide range of services	• We are supporting the development of the CT sector through the Merseyside Communities of the Move Project. Funding is available for community and voluntary groups to bid for solutions that address accessibility problems for excluded groups
	Expand existing Job Link services to serve rural areas	• Remove significant transport barriers for rural communities	• Capacity of existing services to cope with demand • Could be a relatively expensive option compared to alternatives	• This could potentially dis-benefit existing Joblink users by removing journeys that they otherwise would have used	• It is likely that additional resources would be required to fulfil all needs from rural areas Questions over value for money of such an approach	• Not to be discounted. Take forward as part of ongoing work with CT sector

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Location of facilities in rural areas	Ongoing programme of health service re-locations. Proposals for rural communities yet to come forward. An area of future work				
Changes to the delivery of healthcare at the local level through LIFT initiative	Target and design LIFT schemes in areas of poor access for particular services and build in necessary transport actions	• Delivery of healthcare locally • No need to make journey to hospitals for certain services • Greater access to health reducing DNAs • Opportunities to tie in with HMRI	• Availability of suitable land for new developments • Cost of land for new build • Developers ignoring accessibility considerations	• Delivery of healthcare locally could bring additional facilities on same site such as shops, chemists and other community resources making access to a number of services easier	• Dictated by land value and scheme costs	• Work with developers/LPA's to ensure any new facilities take accessibility into consideration
Access to GP's surgeries	Develop procedures to continually monitor access to GP services within existing equity audit frameworks	This is an area of future work				
	Introduce patient transport services, including working with the community sector at surgeries where large numbers of 0 car households are beyond easy walking distance	Initial contact made with ambulance service to take forward as an area of further work				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Develop procedures to enhance existing surgery appointment booking procedures to include transport service options available to patients	This is an area for future work				
Access to GP's Out-of-hours	Provide free night time parking by opening staff car parks or changing charging regime	This is an area of further development				
Introduce a travel cost reimbursement scheme funded through HTCS for patients on low incomes	Provide free night time parking by opening staff car parks or changing charging regime	Work undertaken as part of a Study into Access to Healthcare in Southport and Formby found that there is potential for HTCS efficiency improvements that would best be delivered through a more integrated approach to patient transport planning involving the patient transport service, community transport, taxi and bus operators				

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Commission community transport resources for the transport of patients	• CT has significant potential to provide journey opportunities where commercial support is not provided	• Capacity of the CT sector to operate services • Long term financial stability of the sector	• CT sector has potential for providing numerous options for socially excluded groups e.g could run Workwise, operate DRT, Communty car share schemes etc	• LTP partners want to see a vibrant CT sector on Merseyside. CT could be a low cost option for a wide range of services	• We are supporting the development of the CT sector through the Merseyside Communities of the Move Project. Funding is available for community and voluntary groups to bid for solutions that address accessibility problems for excluded groups

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
Supermarkets moving to edge of town sites making it difficult for non car owners to access food. Significant food deserts in Merseyside: ● *Everton, Kirkdale, Riverside, Princes Park, Speke/Garston – Liverpool*	Improve the provision of public transport to supermarkets	● Would better link areas of poor accessibility to fresh food ● Access to fresh food would help towards improving diets	● Can be expensive to operate ● High cost of fares may act as a barrier to usage ● Potential for long journey times ● Lack of revenue for new bus services ● Merseytravel review on criteria for new bus services pending ● Rising costs for transport services	● Any new service introduced has the potential to improve access to other services elsewhere – employment at hospitals, journeys for education and other work locations ● Potential to increase bus ridership thereby contributing to bus patronage target ● Encourage a modal shift away from the private car and help reduce congestion	● Current figures estimate the cost of a new fixed route bus service to be in excess of £100k per annum for a half hourly all day service.	● Through the revised Merseyside Bus Strategy, Merseytravel will be reviewing the criteria for supported bus services as a consequence of increasing financial pressure on revenue budgets. This review will take place over the next 12 months and the development of any new bus service needs to be set along this.
	Undertake a food mapping exercise to establish gaps in service provision	This is currently underway and is due to report by the end of May 2006 to assess the gaps in access to fresh food across Merseyside				● Results will be used to assist targeting of resources

Identified Access Problems	Proposed Solutions	Benefits of proposed Solution	Barriers to Implementation	Impact on the Wider Community	Cost/Value for Money	Action
	Introduce mobile food van schemes to areas where access to food is poor	• Increases access to fresh produce where public transport cannot help and where no car is available • Produce can be sold at a price at a discount, overcoming affordability issues	• Availability of funding • Long term sustainability of scheme • Suitable location for storage	• Although scheme would be targeted at food deserts, could have benefits by operating in other communities reducing the need to travel to supermarkets	• Funding is available for local groups to bid for	• We will be inviting bids from suitable organisations from April 2006
	Establish food co-op's in areas where access to food is poor	This is an area for future work				
Rural accessibility to fresh food: • Wirral rural areas of Caldy, Thurstaston, Brimstage, Thorton Hough, Raby and Storeton • St Helens rural areas of Kins Moss, Crank, Bold Heath and Rainford	Implement measures as detailed above					

Figure 9-14: HMRI Proposals – Option Appraisal

We have developed a set of proposals with the HMRI teams from Sefton and Wirral as shown below. The detailed option appraisal for these proposals is a priority action for the Accessibility Strategy from April 2006. We are continuing to work with the HMRI Team in Liverpool to develop joint transport and housing proposals.

South Sefton HMRI		
Strategic Corridors	Hawthorne Road	Highway pedestrian crossing, and pedestrian route improvements and "boulevarding", to create an attractive and safe urban boulevard, from Church Road to the Liverpool boundary (linked to housing redevelopment and improvements adjoining).
	Stanley Road Corridor	Extension of Bootle Town Centre public realm, traffic, and pedestrian route improvements, both Northwards to Princess Way, and Southwards to the Liverpool boundary (linked to housing redevelopment and improvements adjoining).
	Crosby Road, Rimmer Road and Derby Road	Public realm, pedestrian routes, and crossings, and junction improvements, linked to masterplans for Knowsley Peel area and Seaforth/Waterloo, and HMRI funded environmental improvements to highway hinterland.
	Cross-town Routes	Improvements to public realm, pedestrian routes, and crossings and junction improvements, linked to housing redevelopment and improvements adjacent to: • Knowsley Road/Linacre Lane/Northfield Road • Marsh Lane • Merton Road • Balliol Road/Millers Bridge
	Canal Corridor	Canal pedestrian and cycle routes along both banks of the Leeds and Liverpool canal, including new infrastructure, route improvements, lighting, security measures, towpath links to pedestrian bridges, from Princess Way to Liverpool boundary. New pedestrian bridge at Hawthorne/Millinear (design competition). Provision of barge/narrow boat moorings at key links

South Sefton HMRI	
Homezones	Phased "Homezoning" of residential streets, which are to be refurbished, throughout HMRI areas, linked to masterplan process and timetable.
Rail Improvements	Lifts, toilets, and customer information points at Bootle Oriel Road and Waterloo Stations.
	Provision of secure supervised car and bicycle parking and disabled provision.
	Improvements to underpasses/subways (environment and security) especially Seaforth Station/Knowsley Road and Akenside Street
Bus Improvements	Improved bus service along Hawthorne Road to Town Centre, Liverpool and North, linked to highway improvements.
Cycle Improvements	Extend cycleway network.
	Enhance signposting of cycleways.
Accessibility Improvements	Area wide programme of wheelchair crossing points.
	Development of safe and signposted school routes
	Complete alleviating programme to all back alleyways.

Wirral HMRI

Strategic Corridors		
	Birkenhead/ Wallasey Bridge Links	Improvements to traffic and pedestrian routes and the public realm to ease traffic congestion and increase pedestrian crossing, principally to create better link between residential areas, areas of employment and retail. This involves: • Twelve Quays/ Four Bridges • Duke Street Bridge • Poulton Bridge
	Birkenhead Town Centre Corridors	Public realm, pedestrian routes, crossings and road improvements which improve the links between Birkenhead Town Centre and neighbourhoods nearby or beyond. This involves: • Hoylake Road / Laird Street / Conway Street • Charing Cross / Exmouth Street / Claughton Road • Borough Road
	Old Chester Road	Public realm, environmental improvements, parking, crossing and pedestrian route improvements linked to housing redevelopment and improvements in the lower Tranmere area.
	Church Road Corridor	Improvements to public realm, traffic routes, pedestrian routes, parking, crossing and junction amendments in line with the Church Road Masterplan's aim of housing and retail redevelopment in the higher Tranmere area.
	New Chester Road/ A41 Corridor	Improvements to public realm, traffic routes, pedestrian routes, parking, crossing and junction amendments in line with the Rock Ferry Masterplan for the Fiveways area. This is adjacent to Rock Ferry Rail Station and the New Chester Road Corridor which forms part of the A41 Strategy initiative to improve north-south links in Wirral, particularly between housing and commercial / economic zones.
	King Street/ Brighton Street Corridor	Improvements to public realm, traffic routes, pedestrian routes, parking, crossing and junction amendments in the later years of the HMRI Programme for Wirral in the Seacombe and Egremont areas.

Wirral HMRI	
Homezones	Phased 'Homes-Zoning' of residential streets in line with the Church Road and North Birkenhead Masterplans and building on completed Homezones in streets in Birkenhead where homes are to be refurbished.
Rail Improvements	Potential improvements to station buildings, Park & Ride facilities; secure parking for cars and bicycles, better disabled access, environmental improvements and opportunities for retail provision at key rail stations particularly Birkenhead North, Rock Ferry and Green Lane.
Bus Improvements	Improvements to bus services along Church Road Corridor and via key Birkenhead / Wallasey routes and Birkenhead Town Centre / surrounding area routes.
Cycle Improvements	Incorporation of better cycle routes within new developments at Rock Ferry and Tranmere.
Accessibility and Security	Improvements to pedestrian routes linking housing with public service provision, transport routes and retail centres through permeable new housing development which encourages walking and physical mobility.

Stage Four: Access Plan Preparation

9.131 In this section we set out our detailed Access Plan for 2006/07. This is followed by more detailed plans agreed with our strategic partners as the framework for continuing accessibility assessments.

Figure 9-15: 2006/07 Access Plan

Improving Access to Employment

Proposal	Issues Addressed	Key Partners	Possible Funding	Key Milestones
To Establish a Merseyside Workwise initiative	Tackles worklessness issues	• Merseytravel • Mersey Dee Alliance • Local Authorities • JCP • TravelWise	• MDA • Merseytravel • JCP • Let's Get Moving (M29b)	Merseyside Workwise initiative to established by 2007
To strengthen the role of Community Transport by improving the range of service and assistance offered to CT providers	Building capacity within the CT sector to deliver access plan proposals through MCOTM project	• Merseytravel • Local Transport Plan • Community Transport Operators	• Local Transport Plan • Let's Get Moving (M29b) • CT Operators	Merseyside Community Transport Forum to be established by 2006. Introduction of operational standards and good practice by 2007. Training needs programme to be established by 2006
Establish a network of Neighbourhood Travel Teams	Addresses issues of low travel horizons amongst socially excluded groups	• Merseytravel • CEN's • PCTs • Hospital Trusts • CT Operators • Learning and Skills Council • JCP	• Local Transport Plan Funding • Merseytravel • 'Let's Get Moving' • NRF • Learning and Skills Council	Neighbourhood Travel Teams to be established across Merseyside by 2007

Proposal	Issues Addressed	Key Partners	Possible Funding	Key Milestones
Improved public transport to training and employment opportunites: • Wirral – Deeside/Chester Business Park • St Helens – Haydock/ Warrington • North Liverpool Speke / Halewood, Liverpool John Lennon Airport • East/West links from North Liverpool to Atlantic Gateway • South Sefton to college sites in north of Borough • Bootle / Netherton – Southport Business Park	The provision of new demand responsive transport services from key identified groups and areas to areas of training and employment opportunities. Improving access to employment and training	• Merseytravel • Neighbouring Authorities • Mersey-Dee Alliance • JCP • Merseyside districts • Local authorities • Employers • TravelWise • Community Transport operators • Bus operators	• Let's Get Moving (M29b) • NRF • Merseytravel • JCP • LSC • Mersey Dee Alliance • Neighbouring authorities	New services to be in operation by December 2006

Improving Information and Ticketing

Proposal	Issues Addressed	Key Partners	Possible Funding	Key Milestones
Improve the range and availability of pre-paid public transport ticketing in priority areas.	• To identify and introduce new pre-paid ticketing facilities in priority areas where current provision is poor	• Merseytravel • CEN's • Community facilities • Local authority "One Stop Shops	• Merseytravel • Public Transport Operators • External agencies	• Complete assessment in partnership with other key stakeholders of the range of potential suitable ticketing outlets in priority areas by June 2006 • Introduce improved ticketing arrangements in targeted areas by November 2006
The need for simplified summary public transport information at bus stops in Pathways areas	• The provision of this information is in line with the Merseytravel Information Strategy)	• Merseytravel	• Local Transport Plan	Ongoing programme of improvements through LTP and revised Merseyside Bus Strategy
The need for better information in the homes of Pathways residents	• Production of simplified Area Guides (featuring Transport/ and other information)	• Merseytravel • MDA • Public Transport Operators • Other key agencies such as the PCT, JCP and local authority depts • TravelWise	• Local Transport Plan • Merseytravel • MDA	Area guides to be completed by end of 2006
Targeted assistance with the cost of travel to key residents making the transition to education/ Training or employment	• The introduction of an assisted travel costs scheme to overcome transport costs acting as a barrier to employment and/or training	• JCP • Merseytravel • Public Transport Operators; • CT operators; • Local Colleges; • Learning and Skills Council • Workwise	• 'Lets Get Moving' • Neighbourhood Renewal • JCP • LSC • MDA	Ongoing programme of assistance in line with individuals needs

Improving Access to Education

Proposal	Issues Addressed	Key Partners	Possible Funding	Key Milestones
Ensure all post 16 year old education and training facilities are fully accessible	Removes barriers preventing young people accessing further education	• Learning and Skills Council • Merseyside Colleges Association • Merseytravel • Connexions • TravelWise • Local community based training providers	• Learning and Skills Council; • Merseytravel; • Individual Colleges • Connexions	Examine with LSC and other key stakeholders results of LSC Strategic Area Review. This to be completed by end of 2006 and an action plan drawn up to meet any identified transport accessibility needs
Targeted assistance for 16-18 yr old NEETS in Pathways with transport costs to education	Removes a significant barrier in young people accessing further education	• LSC • LEA • Connexions • Merseytravel • Colleges	• LSC • LEA • Merseytravel • Connexions • Colleges	Examine recommendations from TAS report into initiatives which address travel cost issues – Completed by 2007

Improving Access to Healthcare and Fresh Food

Proposal	Issues Addressed	Key Partners	Possible Funding	Key Milestones
Undertake a major review of the HTCS with a view to providing more effective promotion and administration of the Hospital Travel Costs scheme (HTCS) by the Hospital Trusts	Development of a promotional campaign for HTCS with Trusts, PCTs, Health Promotion Units and local Councils to ensure higher levels of awareness and take up among Pathways residents to help with transport costs	• Neighbourhood Travel Teams • Health Trusts • PCTs • Health Promotion Units • Pathways Partnerships • CT Operators • Local authorities	• NHS Trusts;	Review to be completed by 2007 with health sector service providers
Maximising access to key health facilities for Pathways residents.	Investigate instances of DNA's (Did Not Attends) at local GP and hospital appointments from residents living in Pathways areas	• TravelWise • PCTs • Hospital Trusts • Merseytravel • CT Operators • Bus Operators	• Lets Get Moving – M29b • Neighbourhood Renewal Funding • Merseytravel • Hospital Trust • PCT's	Complete detailed study by July 2006
Improve attendance for health appointments	To investigate the appointments system in PCT facilities and to co-ordinate appointments by Postcode/ Pathway community areas.	• PCTs • Merseytravel • GP's • Hospital Trusts	• PCT's	Introduce pilot initiative by July 2006
Improve the accessibility to fresh food for Pathways residents	Tackles high levels of obesity and poor diet and contributes to improving health by improving access to fresh produce	• Merseytravel • HoM • PCT's	• Merseytravel • HoM • PCT's	Detailed mapping study to identify food deserts to be completed by April 2006. Introduction of mobile food vans by October 2006.

Access to Employment

9.132　It has been agreed that for the early stages of the Accessibility Strategy, the key issue is ensuring access to jobs and opportunities. **We have established a Performance Indicator to measure our progress on this issue in partnership with Jobcentre Plus**. (See Stage 5)

9.133　The transport and employment sectors have a good record on joint working to improve access to employment through improvements to public transport and the development of work place travel plans. Working in partnership with Jobcentre Plus, Merseytravel introduced an innovative new bus service to address accessibility problems for Wirral jobseekers accessing employment outside of the Wirral area. Our work with JCP over the Summer has led to an agreement to extend the current MDA Workwise initiative across Merseyside. A partnership agreement is being put in place (a copy of which is shown in appendix 8). This represents a significant step forward and demonstrates a commitment from our partners to work together to improve accessibility to new employment opportunities.

9.134　Equally, the Merseyside TravelWise team has been successful in working with major employers on developing work place travel plans which in many instances has opened up the range of transport available to the existing and potential workforce.

9.135　Figure 9.16 details the action plan for the employment sector.

Figure 9-16: Transport and Employment Sectors Joint Working Plan to Improve Accessibility

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Ongoing Accessibility Improvements				
Jointly define targeted areas for support taking account of Merseyside Economic Strategy Action Plan and City Regional Development Plan	Merseytravel, JCP,LSC, Local Authorities, MSIO	Initial focus on Merseyside Pathways Communities	• Identification of priority groups and areas • Methodology for assessing future priority groups and areas	• Pathways communities up to December 2006 • Ongoing development of work to define future groups and areas with partners from April 2006
Develop package of supporting measures with linkages to the Full Employment in the City Region project as part of the Merseyside Economic Strategy and the Northern Way initiative linking worklessness with the provision of bus based public transport:- • Build on Workwise project • Provide improved travel information • Explore role of Neighbourhood Travel Coordinators • Improved ticketing / subsidise travel expenses • Development of new services such as Joblink • Identification of funding streams	As above plus Objective One (and successor programmes), JETS	Measures to be delivered Merseyside wide with a emphasis on identified priority groups and areas	• Series of defined actions to improve access to employment • Agreement reached with JCP to expand Workwise • Agreement in place to expand NTC's • Funding identified and secured for new services	• New bus services to be secured by December 2006 • Workwise project to be rolled out from April 2006 and lifetime of the LTP • NTC's to be implemented in each district by 2007
Develop Workplace travel plans – also provides better travel information for new employees	Employers, Travelwise	Various employment sites across Merseyside	• Improved site access for staff and visitors • Improvements to walking and cycling for employment journeys • Improved access for socially excluded	Ongoing rollout to sites

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Ongoing Accessibility Improvements				
Link Workplace Travel Plans with recruitment drives, eg Hospitals, Business Parks	Employers, Travelwise, JCP	Employment sites where new opportunities are available identified with JCP	• Increased awareness of transport opportunities to employment • Increased awareness of sustainable transport options	Ongoing programme of recruitment fares across Merseyside
Develop links with development agencies and regeneration teams, etc to monitoring levels of inward investment	As above plus development agencies, LA regeneration departments	Merseyside wide	• Establish early warning system of incoming job creation in order that supporting travel packages can be implemented	Ongoing monitoring of job vacancies/creation with partners
Provide improved public transport information to staff, visitors	Merseytravel, JCP	Merseyside wide	• Increased awareness of public transport options • Overcome low travel horizons issues to socially excluded groups through improved information provision	• Ongoing rollout across sites as part of Travel Plan implementation • Ongoing programme of providing targeted assistance to key groups
Provide childcare/ crèche facilities	Employers	Employment sites	• Assistance to employers with staff recruitment/ retention difficulties • Assist with removing high cost of childcare being a barrier to accessing employment	• In line with site Travel Plan • Ongoing engagement with employers on continuing development of access plan

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Ongoing Accessibility Improvements				
Locate new developments which supports access by non car users. Fits with proposed Merseyside Supplementary Planning Document, (SPD) on transport and land use/locational choice	LTP SU, TravelWise, Employers, JCP	In line with proposals brought forward by developers	• Ensure new developments are easily accessible to all • Ensure accessibility is a key consideration in locational decisions	In line with development proposals over next 5 years
Create better linkages between new residential areas and areas of employment	Merseytravel, LPA's, HMRI	In line with HMRI proposals	• Increased accessibility to employment opportunities • Development of sustainable communities	In line with HMRI proposals/ priorities in 3 phases: • 2006-2008 • 2008-2010 • 2010 and beyond
Flexible working hours to match public transport	Employers	Employment sites across Merseyside	• Reduce lack of public transport acting as a barrier to employment • Encourage greater use of public transport for work journeys	In line with site Travel Plan
Provide facilities for walkers and cyclists	Employers	Employment sites across Merseyside	• Greater use of walking and cycling for short trips • Improved access for excluded groups	In line with site Travel Plan and LTP proposals
Subsidise job seekers travel	Employers, JCP	• Merseyside wide • Priority groups and areas	• Reduce accessibility barriers due to high cost of public transport trips	Ongoing targeted assistance to key groups

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Ongoing Accessibility Improvements				
Provide mobile job centres	JCP	Merseyside Pathways areas	• Improved access to information on employment opportunities	• From 2007 onwards
Development of Workwise initiatives e.g. Scooter Commuter	JCP, employers, TravelWise	Merseyside wide	• Improve accessibility to employment sites where public transport/DRT is not an option • Travel advocacy role with jobseekers to overcome accessibility barriers	Ongoing rollout from April 2006
Expansion of Neighbourhood Travel Teams	Merseytravel, JCP	One team in each Merseyside district	• Targeted assistance for workless residents to overcome low travel horizons	Ongoing rollout across Merseyside from April 2006

Improving Access to Education and Lifelong Learning

9.136 The Travel Concessions for post-16 Learners Final Report to the Greater Merseyside LSC, stated that 'transport barriers affected choice and take up of education and training opportunities for young people'. It was found that the primary barrier to post 16 education was the high cost of using public transport to access schools and colleges. However, affordability is less of an issue if the public transport does not support the needs of learners accessing education. We have established a Performance Indicator to measure our progress on this issue in partnership with the Learning and Skills Council. (See Stage 5).

9.137 Our work with the LSC over the Summer period 2005 has shown that for many young people currently not in education, employment and training it is a lack of available public transport and the time taken to travel to post 16 education facilities is a significant barrier to accessing learning. This is particularly true of young people between the ages of 16 and 18. This is a key target group for the LSC and we have also established a performance indicator in partnership with LSC to measure the accessibility of 16 to 18 year olds not in education, employment or training to post 16 learning facilities.

9.138 Following the enactment of the Education Act 2002, which places a requirement on all LEAs to develop a 16-19 transport policy, a range of new initiatives have been developed and co-ordinated by the Greater Merseyside Learning and Skills Council and the District Local Authorities. These include the setting up of new District Transport Education Partnerships which have pioneered a wide range of transport initiatives across Merseyside using DfES "Pathfinder" funding. In Liverpool a partnership has been established whose remit will cover post 16 learners (up to 25 years for disabled learners) as well as tackling access issues for 5 - 18 year olds. Similar partnerships are in the process of being put in place by all local authorities.

9.139 In support of the LSC's planning responsibilities, the LSC have put into place a process called Strategic Area Review (StAR), which looks at how well provision meets the needs of learners and employers and underpins the planning and funding of future provision.

9.140 This will have implications for travel and accessibility to learning across Merseyside. As part of the SAP for access to education, Merseytravel and the LSC are assessing the implications of these options.

9.141 Figure 9.6 details the progress made to date with the SAP for education on developing a joint action to improve accessibility to education.

Figure 9-17: Transport and Education Sectors Joint Working Plan to Improve Accessibility

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Capital Schemes and Service Location Changes				
Ensure consistent interpretation of Accessibility – Development of accessibility criteria for educational establishments	LAs/LSC/LTPSU	Schools and Colleges across Merseyside	Development of minimum accessibility guidelines for learning sites as part of SPD development	Ongoing
Include Accessibility into new site assessment criteria emerging from StAR reviews.	LSC	Merseyside wide (not Wirral)	Ensure accessibility is a key consideration in locational decisions	In line with LSC proposals
Include Accessibility into assessment criteria for service location changes emerging from StAR reviews.	LSC	Merseyside wide (not Wirral)	Ensure accessibility is a key consideration in locational decisions	In line with LSC proposals
Include Accessibility into new site assessment criteria emerging from Building Schools for the Future programme	LEA	In line with proposals from LA's	• Influence location of new sites to build near existing transport networks • Encourage sustainable schools • Development of School Travel Plan	Ongoing
Forward postcode and catchment information for service / location changes to LTPSU prior to assessments.	LSC	In line with proposals	Clear assessment of access issue prior to move/change to develop transport proposals	Ongoing in line with new proposals
Local Transport Plan partners provide accessibility advice for service / location changes	LTPSU Access Officer to co-ordinate with LA	Merseyside wide	System in place to advise on accessibility issues	Spring 2006 and Ongoing

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Capital Schemes and Service Location Changes				
Consider sustainable travel at new site design phase to ensure supports college Travel Plan e.g. car park provision, cycle parking etc.	Colleges/LA's with TravelWise advice	Merseyside wide	Improved access to sites by sustainable modes	Spring 2006 and ongoing
Develop Travel Plan action plans for all new sites	LA's with TravelWise team	Merseyside wide	Improved access to sites by sustainable modes	Prior to move
Ongoing Accessibility Improvements				
Develop Travel Plan for post 16 education sites with overall policy and practices	Colleges/LA's with TravelWise advice	Merseyside wide	Improved access to sites by sustainable modes for staff and students Assist excluded groups to access FE sites	Ongoing over lifetime of LTP
Develop Travel Plan Action Plans for all post 16 education sites	Colleges/LA's with TravelWise advice	Merseyside wide	Improved access to sites by sustainable modes for staff and students Assist excluded groups to access FE sites	Ongoing rollout to sites
Develop Children and Young Persons Plan	LA's	Merseyside districts	Proposals for transport needs of young people	Plans developed by Spring 2006
Explore joint working on improved transport provision to sites, inter site transport and other opportunities.	Colleges, LTPSU Access Officer, Local Transport Plan partners.	Merseyside wide but initially Liverpool and Knowsley	Better use of existing resources Development of sustainable transport options for education journeys	September 2006 and ongoing

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Ongoing Accessibility Improvements				
Explore potential for developing new ticketing schemes to help with travel costs	LSC and LTPSU	Merseyside wide	Development of schemes to help overcome transport costs	Autumn 2006 and ongoing
Development of school and college Travel Plans	LA's/Colleges with TravelWise team	Merseyside wide	Improved access to sites by sustainable modes	Ongoing roll out across Merseyside
Joint mini-bus schemes	LA's/Colleges/Merseytravel	Merseyside wide	Improved access to sites Cost savings on schools transport Better use of resources	In line with future proposals for the delivery of education
Integrate schools transport with local bus network	LA's / Merseytravel	Merseyside wide	Improved access to sites Cost savings on schools transport Better use of resources Policy guidelines for education transport	Merseytravel review of criteria for new bus services to be reviewed 2006/07
Integrate schools transport with other LTA transport	LA's / Merseytravel	Merseyside wide	Proposals to make use of spare capacity on LA fleets	Draft proposals to be ready by Winter 2006
Re-organise schools bus contracts	LA's / Merseytravel	Merseyside wide	Improved access to sites Cost savings on schools transport Better use of resources Policy guidelines for education transport	Merseytravel review of criteria for new bus services to be reviewed 2006/07

Ongoing Accessibility Improvements

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Improved public transport information provision to both students and staff	Schools/Colleges /Merseytavel/ TravelWise	Sites across Merseyside	Increased awareness of transport opportunities Influence travel behaviour Better access to services through information provision	Ongoing
Provide transport for those with learning difficulties	LA's	Merseyside wide	Development of a travel training programme to assist those with difficulties access education	Ongoing
Provide childcare for adult students	Colleges/ Universities	Individual college/ university sites	Reduce problems of a lack of affordable childcare preventing access to learning	In line with site travel plan development
Alter school timetables to match public transport	LEA's	Schools across Merseyside	To make best use of existing schools transport resources	Merseytravel review of criteria for new bus services to be reviewed 2006/07
Improve walking and cycling routes to schools and colleges	LEA's/Colleges with TravelWIse	Sites across Merseyside	Greater use of walking and cycling for short trips Improved access for excluded groups	In line with site Travel Plan and LTP proposals
Through LSPs support appropriate LTP measures with a benefit to learning	LSC/LA's	Merseyside districts	Integrate LSP actions with LTP and Accessibility Strategy to pool resources to deliver improvements	Ongoing

Access to Health Care

9.142   Transport can have a major impact on the health and economic lives of the whole of the community. The clear link between transport and health and their impact on the wellbeing of communities was recognised through a joint study between Merseytravel and the Merseyside Health Action Zone.

9.143   The study found that in Pathways areas there is generally a poor level of health with some 52% of residents having attended hospital in the last 12 months, but in many Pathways areas there appears to be a higher number of people with severe health difficulties and a smaller number of primary care facilities of all types. Further transport barriers to accessing health care were also identified as:
- Lack of direct services to hospital sites from Pathways areas,
- High cost of short trips,
- Shopping and services moving to edge of town sites, making it difficult for residents without cars to gain access to cheaper food and services,
- Difficulties in using public transport timetables,
- Lack of timetable availability.
- Poor inter peak services that stop too early.

9.144   Merseytravel in partnership with Southport and Formby Primary Care Trust, commissioned work to identify and demonstrate how the accessibility planning process can be applied to a Primary Care Trust within the Merseyside area to act as a guide to future practice.

Improving Access to Fresh Food

9.145 Improving access to a healthy diet can also contribute towards the achievement of key health outcomes. An access study in Knowsley for fruit and vegetables was very successful. This is being developed further. Access to healthy food and 'food deserts' will be taken forward by Heart of Mersey, which is funded by the Primary Care Trusts. A food group has been established with Heart of Mersey and food leads across Greater Merseyside to take forward improving access to fresh food. As part of our ongoing work with MSIO, a food mapping exercise has been undertaken to identify food deserts across Merseyside to enable us to target those areas where access to food is particularly poor. For many people living in disadvantaged communities, it is not necessarily a lack of transport is the issue but rather the fact that once at the food store they cannot afford to purchase the goods they need to maintain a healthy diet. This is highlighted by the recently completed "Get Heard" document, profiling poverty and social exclusion across Merseyside: *"I buy things that are marked down in the supermarket, food that's at its sell by date. It's all I can afford. When you're on a limited income you have little choice." – Participant, Wirral workshop*

9.146 The food group have agreed on and are developing a scheme to introduce mobile food vans offering affordable produce to members of vunerable communities.

Best Practise: Knowsley Veggie Van

The Veggie Van is a not for profit, community fruit and vegetable van. The aim of the van is to encourage healthy eating/living and to make fresh fruit and vegetables accessible to everyone in Knowsley. All of the fruit and vegetables are bought direct from Liverpool fruit and vegetable market. It is as local as Veggie Van can possibly make it. The van travels throughout the borough selling its produce on the street, by home delivery and through various schemes like the "Bag a Bargain" food co-op scheme.

In 2005 the van started to provide fruit to some local schools for the fruit tuck shops and provide fruit to local organisations including PCT, dentists, and company offices for the Fruit on Desk schemes. In 2006 they will be supplying fruit for the Resource Centres for people with learning difficulties.

Improving Access to Leisure Facilities

9.147   Improving access to leisure facilities, and promotion of cycling and walking,
        can help to encourage a healthier lifestyle and support Government's aim
        to increase levels of physical activity for both adults and children. Figure 9-
        18 details the indicative joint action plan for the health sector

Figure 9-18: Transport and Health Sectors Joint Working Plan to Improve Accessibility

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Capital Schemes and Service Location Changes				
Ensure consistent interpretation of Accessibility (see below)	PCTs disseminate	Merseyside PCT's	Development of minimum accessibility guidelines for learning sites as part of SPD development	Spring / Summer 2006
Include Accessibility into new site assessment criteria	SHA and PCTs	Merseyside wide in line with LIFT initiative	Ensure accessibility is a key consideration in locational decisions	Ongoing
Include Accessibility into assessment criteria for service location changes	PCT	Merseyside wide in line with LIFT initiative	Ensure accessibility is a key consideration in locational decisions	Ongoing
Forward postcode and catchment information for service / location changes to LTPSU prior to assessments	PCTs	In line with proposals	Clear assessment of access issue prior to move/change to develop transport proposals	Ongoing in line with new proposals
Local Transport Plan partners provide accessibility advice for service / location changes	LTPSU Access Officer to co-ordinate with LA	Merseyside wide	System in place to advise on accessibility issues	Spring 2006 and Ongoing
Consider sustainable travel at new site design phase to ensure supports PCT Travel Plan eg car park provision, cycle parking etc.	PCT TravelWise advice	Merseyside wide	Improved access to sites by sustainable modes	Spring 2006 and Ongoing
Develop Travel Plan action plans for all new sites	PCTs with TravelWise team	Merseyside wide	Improved access to sites by sustainable modes	Prior to move

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Ongoing Accessibility Improvements				
Develop PCT Travel Plan with overall policy and practices	PCTs with TravelWise team	Merseyside wide	Improved access to sites by sustainable modes. Develop equity audit process to link with delivery on accessibility issues	Ongoing roll out to sites
Develop Travel Plan Action Plans for all PCT sites	PCTs with TravelWise team	Merseyside wide	Improved access to sites by sustainable modes. Develop equity audit process to link with delivery on accessibility issues	Ongoing roll out to sites
Explore joint working on vehicle use through ambulance service booking system and other opportunities	Ambulance Trust and LTPSU Access Officer, Local Transport Plan partners.	Merseyside wide	Better use of existing resources. Development of sustainable transport options for healthcare journeys	From 2007 onwards
Explore potential for better use of hospital travel costs scheme	PCT / NHS Trusts and LTPSU	Major hospital sites	Assist with transport costs where they are a barrier to accessing hospital appointments	From Spring 2006 onwards
Introduce mobile food vans • Food deserts • Disadvantaged communities	Merseyside Food Group	Identified food deserts from mapping study	Improved access to fresh produce at an affordable price	From February 2006

Action	Roles / Responsibilities	Location	Outcomes	Timescale
Ongoing Accessibility Improvements				
Through LSPs support appropriate LTP measures with a benefit to public health such as Low Emission Zones, Travel Plans, Quality Bus Contracts.	PCTs	Merseyside districts	Integrate LSP actions with LTP and Accessibility Strategy to pool resources to deliver improvements	Ongoing

Working With Neighbouring Authorities

Mersey Dee Alliance

9.148 Over the Summer of 2005, the MDA partnership created a Mersey Dee Alliance Accessibility Group which is developing a MDA Accessibility Strategy to compliment the Merseyside and Cheshire access plans in tackling cross boundary accessibility issues between Merseyside, Cheshire and North East Wales.

Halton

9.149 In delivering the key priorities in the Access Plan, we continue to work closely in partnership with Halton Borough Council, Warrington Borough Council and Cheshire County Council. These partnerships will be extended during the second LTP period to further improve services on key Core Cross Boundary Bus Corridors, especially those linking key commercial centres, employment areas and health facilities. Working in partnership with Halton, we have introduced the innovative "Job Link" demand responsive service and we are seeking to develop this. Further development of the Real Time Passenger Information System on key cross boundary routes. The initial first stage of which has been implemented in partnership with Halton, aided by the award of a DfT grant in 2002/3. We would like to consolidate this successful partnership through the installation of Real Time Passenger Information on other key cross boundary corridors.

CANGO Study

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

9.151 The overall objective of the study is to generate proposals for improving public transport that support local and national policy objectives. The specific requirements of the study where to:
    • Establish the transport baseline, understanding the strengths and weaknesses of public transport in the market for travel to, from and within the study area;
    • Generate and appraise options for public transport improvements; and
    • Develop a public transport strategy for the study area.

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

West Lancashire

9.153 We continue to work with colleagues in Sefton MBC and West Lancashire County Council to improve accessibility to key health and employment locations.

Transport and South Sefton HMRI Proposals

9.154 Indicative proposals identified by HMRI teams. These will be subject to a detailed option appraisal over the next 6 to 12 months with HMRI and the local authority.

A.   Strategic Corridors

1. Hawthorne Road
Highway pedestrian crossing, and pedestrian route improvements and "boulevarding", to create an attractive and safe urban boulevard, from Church Road to the Liverpool boundary (linked to housing redevelopment and improvements adjoining).

2. Stanley Road Corridor
Extension of Bootle Town Centre public realm, traffic, and pedestrian route improvements, both Northwards to Princess Way, and Southwards to the Liverpool boundary (linked to housing redevelopment and improvements adjoining).

3. Crosby Road, Rimmer Road and Derby Road
Public realm, pedestrian routes, and crossings, and junction improvements, linked to masterplans for Knowsley Peel area and Seaforth/Waterloo, and HMRI funded environmental improvements to highway hinterland.

4. Cross-town Routes
Improvements to public realm, pedestrian routes, and crossings and junction improvements, linked to housing redevelopment and improvements adjacent to:
  • Knowsley Road/Linacre Lane/Northfield Road
  • Marsh Lane
  • Merton Road
  • Balliol Road/Millers Bridge

5. Canal Corridor
Canal pedestrian and cycle routes along both banks of the Leeds and Liverpool canal, including new infrastructure, route improvements, lighting, security measures, towpath links to pedestrian bridges, from Princess Way to Liverpool boundary. New pedestrian bridge at Hawthorne Road/Millers Bridge (design competition).

Provision of barge/narrow boat moorings at key links.

B.   Homezones

Phased "Homezoning" of residential streets, which are to be refurbished, throughout HMRI areas, linked to masterplan process and timetable.

C.　　　Rail Improvements

1. Lifts, toilets, and customer information points at Bootle Oriel Road and Waterloo Stations.
2. Provision of secure supervised car and bicycle parking and disabled provision.
3. Improvements to underpasses/subways (environment and security) especially Seaforth Station/Knowsley Road and Akenside Street.

D.　　　Bus Improvements

1. Improved bus service along Hawthorne Road to Town Centre, Liverpool and North, linked to highway improvements.

E.　　　Cycleways

1. Extend cycleway network.
2. Enhance signposting of cycleways.

F.　　　Accessibility and Security

1. Area wide programme of wheelchair crossing points.
2. Development of safe and signposted school routes.
3. Complete alleviating programme to all back alleyways.

Integrating HMRI with Transport in Wirral

9.155 Indicative proposals identified by HMRI teams. These will be subject to a detailed option appraisal over the next 6 to 12 months with HMRI and the local authority

A.   Strategic Corridors

1. Birkenhead/Wallasey Bridge Links
improvements to traffic and pedestrian routes and the public realm to ease traffic congestion and increase pedestrian crossings, principally to create better links between residential areas of employment and retail. This involves:-
   • Twelve Quays/Four Bridges
   • Duke Street Bridge
   • Poulton Bidge

2. Birkenhead Town Centre Corridors
Public realm, pedestrian routes, crossings and road improvements which improve the links between Birkenhead Town Centre and neighbourhoods nearby or beyond. This involves:-
   • Hoylake Road/Laird Street/Conway Street
   • Charing Cross/Exmouth Street/Claughton Road/Borough Road

3. Old Chester Road
Public realm, environmental improvements, parking, crossing and pedestrian route improvements linked to housing redevelopment and improvements in the lower Tranmere area.

4. Church Road Corridor
Improvements to public realm, traffic routes, pedestrian routes, parking, crossing and junction amendments in line with the Church Road Masterplan's aim of housing and retail redevelopment in the higher Tranmere area.

5. New Chester Road/A41 Corridor
Improvements to public realm, traffic routes, pedestrian routes, parking, crossing and junction amendments in line with the Rock Ferry Masterplan for the Fiveways area. This is adjacent to Rock Ferry Rail Station and the New Chester Road Corridor which forms part of the A41 Strategy initiative to improve north-south links in Wirral, particularly between housing and commercial/economic zones.

6. King Street/Brighton Street Corridor
Improvements to public realm, traffic routes, pedestrian routes, parking, crossing and junction amendments in the later years of the HMRI Programme for Wirral in the Seacombe and Egremont areas.

B.   Homezones

Phased 'Homes-Zoning' of residential streets in line with the Church Road and North Birkenhead Masterplans and building on completed Homezones in streets in Birkenhead where homes are to be refurbished.

C.   Rail Improvements

Potential improvements to station buildings, Park & Ride facilities; secure parking for cars and bicycles, better disabled access, environmental improvements and opportunities for retail provision at key rail stations particularly Birkenhead North, Rock Ferry and Green Lane.

D.   Bus Improvements

Improvements to bus services along Church Road Corridor and via key Birkenhead/Wallassey routes and Birkenhead Town Centre/surrounding area routes.

E.   Cycleway

Incorporation of better cycle routes within new developments at Rock Ferry and Tranmere.

F.   Accessibility and Security

Improvements to pedestrian routes linking housing with public service provision, transport routes and retail centers through permeable new housing development which encourages walking and physical mobility.

Improving Rural Accessibility

9.156
- Examine additional funding streams to provide extended services to rural areas.
- Develop the role of DRT and taxis as part of extended services.
- Improve access to fresh food through the development of mobile food vans serving rural areas with poor access to fresh food outlets.
- Link the health agenda with access to the countryside.
- Develop TravelSafe for specific rural initiatives.
- Improve information provision.

Stage Five: Performance Monitoring and Evaluation

9.157　In order to measure the success of our agreed programme of action we have established a set of performance indicators to monitor the effectiveness of agreed actions on targeted groups and areas.

9.158　We have set two accessibility targets which based on our local accessibility indicators. The agreed priority for the early stages of the Accessibility Strategy is access to jobs and opportunities and we have therefore established a target to measure our progress on this issue in partnership with Jobcentre Plus. Discussions on developing the target were led by JCP and directly address the identified key issue of low travel horizons of many JCP clients who find a journey by public transport of any longer than 30 minutes a major barrier to accessing new employment opportunities.

9.159　We have also established a target for measuring our progress for improving access to education, in particular post 16 learning. A key priority for the Learning and Skills Council is to address the significant skills mis-match which exists on Merseyside, particularly the low skills base of many young people. The LSC have told that there are significant numbers of young people between the ages of 16 and 18 who are currently not in education, employment and training, and that the provision and afforadability of public transport is the major barrier preventing this group of people from accessing education.

9.160　The targets are defined as:
- An average 1% per annum improvement to the number of workless Merseyside residents within 30 minutes of a major employment centre by public transport.
- An average 1% per annum improvement to the number of 16-18 year olds not in education, employment or training within 30 minutes travel time by public transport, walking or cycling of a post 16 learning institution.

9.161 We have also established further indicators to measure our performance:-
- Use of national core accessibility indicators for measuring access to:
  >School
  >Further education
  >Work
  >Hospitals
  >GPs
  >Major Centres
- Bus based physical access
  > % of fully accessibile low floor vehicles
  > % of accessible infrastructure
- Number of rail stations upgraded to meet preset standards for facilities, access and security
- Number of rural households within 800m of an hourly or better bus services
- Crime/ fear of crime in and around public transport
- Afforadabilty
  > Cost of average bus fare/mile
  > Car cost index

9.162 We will report progress on this indicators on an annual basis.

Chapter 10:
The Shared Priorities:
Road Safety

LOCAL TRANSPORT PLAN

M E R S E Y S I D E

In this Chapter we set out how we intend to make the roads in Merseyside safer for everyone and progressively reduce the level of accidents on the highway.

In 2004 the Police recorded over 7000 people injured on the roads of Merseyside. Each day, two people are killed or seriously injured. We know that the most vulnerable and disadvantaged communities suffer the most.

Our Aim:
To provide a safe and efficient highway network for all users, paying particular attention to the most vulnerable users, and our new priorities for action that have been identified.

We will measure our performance by:
• Over the lifetime of this Plan reduce by 40% the total numbers killed and seriously injured.
• Reduce by 55% the total numbers of children killed or seriously injured.
• Maintain our current levels of slight casualties.

Introduction

10.1 The number of children killed or seriously injured on Merseyside's roads is successfully responding to our programmes and is down in line with our target. However, the *overall* number of people killed or seriously injured, although down is not reducing in line with our target. The downward trend in child casualties is being offset by rises in some groups of adult casualties. This is described in 10.3 to 10.18.

10.2 The Road Safety Strategy for Merseyside has two main themes: first, it seeks to sustain our success in reducing child casualties which are particularly numerous in the more deprived areas; second, it proposes additional programmes to combat newer and rising threats to adults, where younger adults are found to be especially at risk. The partnership between the highway authorities in Merseyside and the Police is strong, as is their joint commitment to tackling this problem. We believe that the programmes now proposed (summarised briefly in paragraph 10.40) will bring the partners back on target by 2010.

Road Casualties in Disadvantaged Areas

10.3 The final report of the Social Exclusion Unit showed that across the country there were higher numbers of children injured on roads in areas of high deprivation. In 2000, Merseyside's first LTP had also noted higher risk to child pedestrians in such areas. Using the latest figures from ODPM, 42% of the children of Merseyside live in those Super Output Areas (SOAs) which are within the 10% most deprived in the country. 65% of all injuries in Merseyside to children as pedestrians in the five-year base period (1994-1998) were found to have occurred within these areas (see Map 10.1).

10.4 In response, extensive programmes of engineering and education have been introduced to tackle this issue. A major impact across Merseyside has been in the area of child pedestrian assessment and training mainly through the Kerbcraft Pilot, together with increased engagement of children in School Travel Plans. Traffic Calming as part of area-wide Urban Safety Management, and other Local Safety Schemes based on in-depth analysis have played an important part in the success so far. A summary of further initiatives for child safety in the future is included starting at Section 10.26.

Map 10-1:Child Pedestrians Killed or Seriously Injured in Merseyside's Roads in the period 1994-1998 in each of the ODPM's Super Output Areas in Merseyside which fall within the 10% most deprived in the Country.
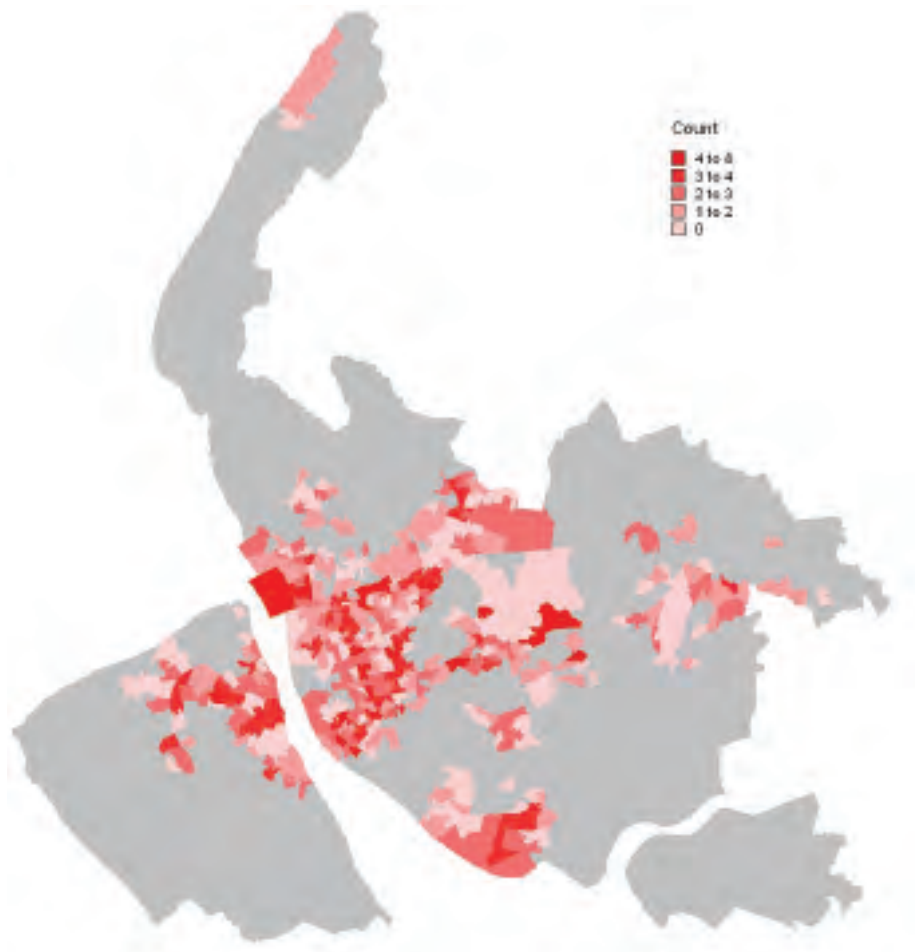
Best Practice - The Neighbourhood Road Safety Initiative in North Liverpool

In 2004, Liverpool City Council was awarded £1m of special grant from the DfT to implement Road Safety initiatives in the North Liverpool Partnership Area in 2004/05 and 2005/06. This level of funding has allowed a wide range of innovative approaches to be adopted in partnership with the local community.

As well as a range of engineering measures, education and training initiatives have included Road Safety Clubs, the Total In-car Safety Plan, Walk-to-School projects and a programme of action to address car offenders. The North Area of Liverpool was chosen for this treatment because of the extreme levels of casualty and deprivation. This initiative has led to the production of resources and developments that are having wider application. This was reflected in Chapter 3 in relation to the 'northern arc'.

10.5 To reflect the importance of reducing injuries to children, the partners have agreed on a target to reduce the number of children killed or seriously injured by 55% by 2010.

10.6 The results so far are very promising with a substantial reduction in such casualties. In the last five-years (2000-2004), compared with the number recorded in the base period, there has been an overall reduction of 30% in the number of children killed or seriously injured, which is on track to meet the 2010 target. As shown in Figure 10.1, this includes a reduction of 38% in child pedestrians killed or seriously injured in the areas of greatest deprivation and a reduction of 19% in the lower levels experienced elsewhere.

Figure 10-1:Reduction in child pedestrians killed or seriously injured in Merseyside between 1994-1998 base-period and 2000-2004
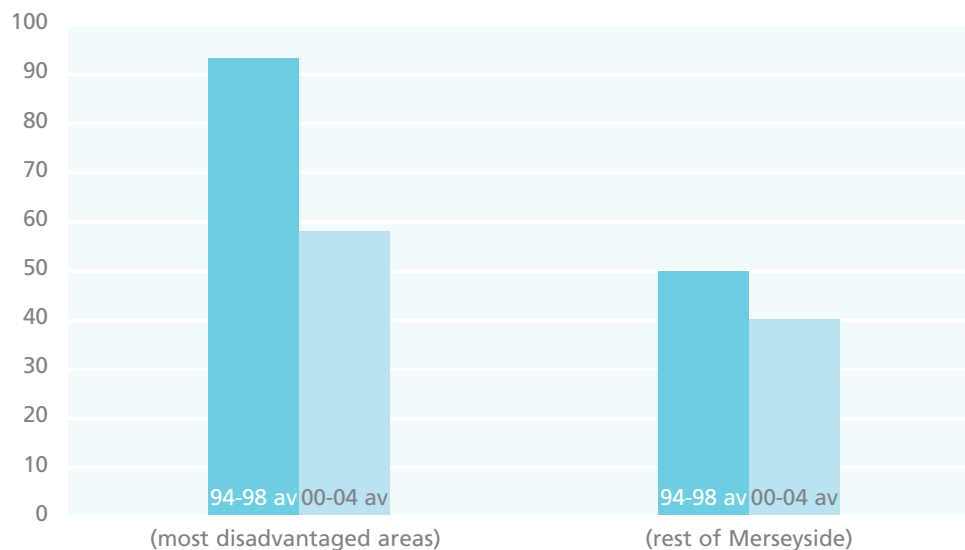
Changes in the Pattern of Adult Casualties

10.7 Overall there has been a small reduction in the average number of adult casualties since the base period (620 per year for 2000-2004 compared with 637 during 1994-1998, a reduction of 17). However, this fell far short of our milestone target which sought a reduction of 79 by 2000-2004, to be in line with our 2010 target for this sector.

10.8 During this period overall Adult Pedestrian Casualties and Adult Cycling Casualties have reduced in line with targets, but these have been almost completely offset by increases in fatal or serious casualties to adults in motorised vehicles as shown in Figure 10.2.

Figure 10-2: Changes in the number of Adults Killed or seriously injured between 1994-1998 and 2000-2004
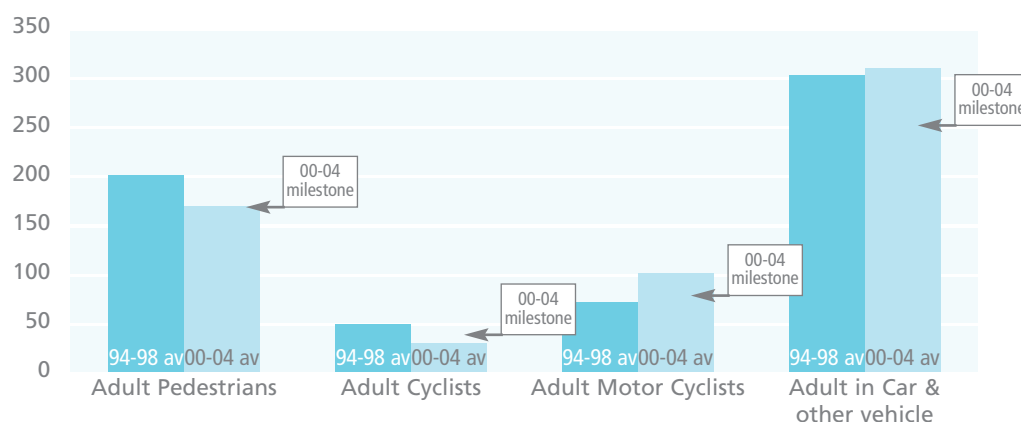
Increase in Casualties involving Motor Cycles and other powered two-wheelers

10.9   Although the popularity of motor cycling appears to vary between the districts, an increase in the number of casualties has been recorded to adults using motor cycles and other powered two wheelers in all districts, at all times of day and across all age groups, although with a bias towards younger adults. In 1994-98 the number of people killed or seriously injured on such vehicles in Merseyside represented 9% of all fatal and serious casualties. By 2000-04 this accounted for 14% of the total, an increase of 36%.

10.10   Two main types of user are involved – leisure and commuting, both of which appear to be on the increase. Leisure-use riders are often involved in voluntary risk-taking behaviour, whilst the promotion of cheaper smaller bikes, together with free parking in business and shopping centres and toll-free travel in the Mersey Tunnels may also be factors in this increase in use.

10.11   Working in partnership with colleagues in Merseyside Police and the Merseyside Fire and Rescue Service together with motorcycle manufacturers Honda, we have implemented a motorcycle rider education/training programme – Bikesafe. The programme is being developed to also give essential skills following on from the minimum standard received under the national Compulsory Basic Training programme. Additional effort is being directed at making all road users aware of the potential dangers faced by motorcyclists with new high-profile media campaigns.

Increase in In-car Casualties

10.12   There has been a small overall increase in the number of adults fatally or seriously injured in cars, rather than a reduction of around 15% which would have been required to be in line with the target. However, within this there has been a significant increase in the period between 9pm and 6am. The increase is most acute among males aged 29 or less, tailing off with increasing age.

10.13   Traffic is very light during this nine-hour period with only 14% of the daily flow but around 40% of all fatal and serious casualties. Indeed, the risk of fatal or serious injury during that nine-hour period at weekends is up to ten times greater than that on a weekday daytime (7am to 7pm).

10.14   We have noted patterns in these casualties, which tie in with the late-night entertainment activity in the area. Pre-midnight pub hours predominate in rural areas and centres away from the City. Post midnight club hours predominate in club and student areas. But most striking is the high occurrence of both types at the heart of some of the poorest areas.

10.15   Further in-depth investigation has been made into a sample of specific accidents occurring on roads at quiet times. Almost all of these crashes show the characteristics of excessive speed. We are working closely with the Police, who are intensifying and restructuring their enforcement plans by intelligence-led policing, which addresses the pattern of incidents in which people are killed or seriously injured and focuses on the geographic area and time profiles where this is occurring. We welcome the Police proposal to increase enforcement capacity by 20% and believe that it will play a major role in our five-year Road Safety Strategy for Merseyside. The wider role of the Police in road safety is described further in 10.37.

Casualties in Rural Areas

10.16   Almost half of the Merseyside land-area is rural, although most is in close proximity to urban areas. Between 1994-98 and 2000-04 there has been an increase in the number of fatal and serious casualties in the Greenbelt areas of 5%, many of which relate to excessive speed. The majority of casualties on these roads are adults in cars. There are indications that limitations in forward visibility are often not taken into account sufficiently by drivers. There is a tendency for drivers to use the speed limit as the preferred speed rather than an upper legal limit.. An increased emphasis in defensive driving (including during driving tuition) may help here, backed-up by increased targeted enforcement as described elsewhere.

Changes in Slight Casualties

10.17   Between the mid 1980s and the mid 1990s, the number of slight casualties recorded, rose far in excess of the increase in traffic levels or indeed the levels of risk. The conclusion was reached that there was an increased propensity to report injury. The nature and incidence of these casualties suggested that it was probably associated with the availability of compensation. In the last few years Merseyside Police have changed the rules under which slight injuries are recorded. In particular, late reporting of injury is discouraged.

10.18   The effect on overall reporting levels has been dramatic. However, future trends and target setting based on slight casualties needs particular care. Although a problem for target setting, the value of this data for analysis cannot be overstated, in terms of our ability to determine action in most of our intervention programmes. **This is discussed further in Appendix Nine**.

Results of Public Consultation

10.19   A lack of acknowledgement among the general public about the scale of road safety problems is reflected in the low score received for this topic throughout our public consultation on the LTP. This should not be a surprise. Raising awareness of the problem and sustaining it in an appropriate manner has always presented a problem. More recently, the need to trumpet success in a performance-based culture has been seen to sit uneasily alongside the need for highway authorities and the police to constantly reinforce the dangers to the public arising on the highway network.

10.20   There is much about road safety that is counter-intuitive. The greatest danger often lurks in those places that feel safest, where people are off-guard. Most road-users adjust their behaviour according to their perception of the dangers that they face. Improving the accuracy of that perception is now seen to be of the highest priority. Successful performance is judged according to whether we have delivered to the public what they want. In this context, raising the public's awareness of the problem is crucial to deliver safer roads.

The Road Safety Strategy for Merseyside

10.21   We have prepared a draft Road Safety Strategy for Merseyside. This includes a Casualty Report, which analyses the strategic issues as set out in the LTP. It identifies newly arising local threats and proposes additional areas where programmes and measures are required. (*The strategy is described in greater detail in Appendix Nine*).

10.22 The Strategy has two main themes: first it seeks to sustain our success in reducing child casualties which have been particularly numerous in the more deprived areas; second it proposes additional programmes to combat the newer and rising threats to adults, where younger adults are found to be especially at risk.

10.23 Previous road safety work has focused on deprived areas which has significantly reduced child KSI's. The latest rise in adult KSI's is focused on the 16-29 age range particularly in Liverpool and Wirral . More detailed research is underway on this latest finding, and the outcome of this research will have significant implications for future joint working between local authorities and the Police. Previous messages and interventions used will have to be focused at this new market of 16-29 year olds with money to spend.

10.24 A national perspective is gained by comparing performance with the rest of the country, and by addressing other nationally identified issues, as set out in Central Government guidance, which are examined in the Merseyside context, to provide an appropriate response.

10.25 The Strategy formulates programmes and partnerships for future work that will be necessary to deliver the casualty reduction. It identifies budgetary requirements and value-for-money. It examines casualty savings that can be expected from following good practice in other areas of the transport programme and elsewhere in the wider sphere. Finally, it examines the crucial issues of perception and behavioural change that will be necessary to bring about the scale of reduction sought. It refreshes future forecasts and suggests additional milestone indicators for monitoring purposes to ensure that with proper feedback mechanisms, the headline indicator targets are met. This is our Business Plan for Casualty Reduction. Some of the key issues are set out in the rest of this section.

Further Action to Reduce Child Casualties

10.26 Traffic Calming and other Local Safety Schemes based on in-depth analysis have played an important part in the success so far. However, it is likely that there will be fewer opportunities in some districts for high levels of child casualty reduction from such schemes in the future.

10.27 Another significant challenge to this target lies in the need to gain financial support to enable the child pedestrian training initiatives to continue when the special DfT funding for the Kerbcraft Pilot comes to an end. The partners consider child pedestrian training to be extremely valuable, and a replacement finance is being sought in the short term from other sources such as Neighbourhood Renewal Funding. In the longer term, revenue finance received via the LTP is proposed for this purpose. (See paragraph 10.44).

10.28   The reduction in child pedestrian casualties has occurred so far among children from the youngest ages up to eleven years. Between 1994-98 and 2000-2004, casualties among older children (aged 12-15 in years 9 and 10) as pedestrians have not reduced. Similarly, although less numerous, the number of children of all ages killed or seriously injured in motor vehicles has not reduced sufficiently in this period.

10.29   Research into these types of casualty has led to the development of new resources and campaigns aimed at encouraging less risky behaviour as pedestrians and as car passengers. These address problems that can arise from lack of attention when walking on the highway, or lack of use of seatbelt restraint within vehicles.

Best Practice - Street Smartz

Street Smartz is a Road Safety DVD with accompanying teaching materials which is funded by NRF monies.

The target audience for the DVD is Yrs 9 and 10 which is a particularly difficult audience to connect with, as well as being an age group that statistics demonstrate is at high risk of being killed or seriously injured, in road traffic accidents.

Street Smartz is innovative in that it does not employ didactic messages and this should be seen as its strength. Instead, the characters in the DVD will be familiar to the target audience and in this way pupils can be encouraged to encode their own solutions and observations through procedures such as discussion, feedback and extended project work. Street Smartz represents real and sensitive issues facing young people such as drug driving, peer pressure, sex, self image anxiety, isolation and gender. These issues were represented in the DVD after full consultation with teachers and educational professionals and a full evaluation of the project is being undertaken by Liverpool John Moores University to measure any resulting change in attitude and behaviour.

Working with external partners was integral to the success of this project and linking the educational materials to the national curriculum as well as holding an INSET (In Service Training) day for secondary schools ensures that we are able to monitor the educational output from our target group.

10.30 Whilst giving special attention to the above specific types of child pedestrian casualty, we believe that there is need for road safety advice for all children at every stage of development because casualties are still too high among all children. Programmes are in place for each year in the child's life, and these are reviewed and reconsidered in the light of local and national analysis each year. The wider introduction of School Travel Planning provides an invaluable opportunity to discuss the way in which children interact with their environment and how this can reduce their risk in their journeys to and from school and elsewhere.

Cycle Training

10.31 A barrier to increasing cycle usage is fear of using the highway. Consequently, providing a consistent high quality of training is a priority for the partners. We have established a joint Merseyside Cycle Training and promotion scheme, to deliver National Standard Cycle Training and potentially a wide range of promotion initiatives. The initiative will contribute to our wider regeneration, health and social objectives; **it is described in greater detail in Chapter 6**.

10.32 This innovative approach will be an important element of the strategy to ensure cycling becomes a respected mode of transport. (Appendix Four contains more details). It is also anticipated that the draft pedestrian strategy described in Chapter 6 will be integrated closely with our road safety strategy.

TravelWise

10.33 Safety is an integral part of the TravelWise initiative. The School Travel Plan programme ensures that safety and sustainability are addressed as a coherent package. The travel plan programme has not only worked in more affluent communities to reduce car use, but in more deprived communities to address safety issues in recognition of the disproportionate number of child casualties in these communities.

10.34 Contact with firms to discuss travel planning is also the ideal time to raise issues of road safety during the working day. High quality material available from the Health and Safety Executive, prepared jointly with the DfT is proving invaluable in this process.

Consultation with the Community

10.35 The disappointing (if not entirely unexpected) awareness of road safety issues found during the LTP consultation is not repeated at the local level, when more tangible issues are under discussion. For example, participants in the Community Planning process have placed road safety issues high on their agenda with many examples where Neighbourhood Renewal Funding has been provided flowing from this.

10.36   Urban Safety Schemes, Traffic Calming and other changes to the immediate environment are all the subject of in-depth consultation with residents affected. This might be more properly described as successful community engagement rather than consultation, as is also the case of extensive parental involvement in child pedestrian safety training and school travel planning.

Best Practice: Our Walk to School

The 'Our walk to School' initiative is one of four projects funded through the DfT's 'Neighbourhood Road Safety Initiative'. It involves local school children (Yr 5) filming and mapping their walk to school and highlighting the road safety issues that their local community face on a daily basis.

A maximum of 15 schools in North Liverpool (and more recently 4 schools in Kensington funded through Neighbourhood Renewal Fund) have joined the project. They will be trained in digital video editing, web page design and map making.

Our partners in these initiatives are:
• John Moores University (Cartography Department and the International Centre for Digital Content) who provide a comprehensive 3 day training course for teachers involved in the project.
• Children's University who accredited the 'Filming Our walk to School' and 'Mapping Our walk to School' modules.
• River Media who have provided post production editing of the pupils films.
• Sustrans and Travelwise who have been interested in the potential for this project to deliver School travel Plans.
• Extended Schools who would like this project to be developed across the city as an out of school activity.

The project will equip the children with the skills necessary to identify potential road safety hazards and to then identify possible solutions ranging from traffic calming and pedestrian crossings to cycle training and enforcement campaigns. Their suggestions will be considered by road safety officers who will then provide the appropriate solutions from the remaining funds. The 'Our Walk to School' project allows communities to take ownership and responsibility for solutions to their own particular urban road safety issues. This allows visible regeneration in areas of deprivation to become a reality.

Merseyside Police

10.37   The partnership between the highway authorities in Merseyside and the Police is strong. The Local Strategy and Policing Plan for Merseyside, acknowledges the important part that roads policing has to play in reaching the Government's target to reduce road traffic casualties. It is keen to achieve a cultural change in the way it deals with road traffic law and safety issues, and has increased the level of resources available for road safety policing with an increase in the Traffic road safety by 20%.

10.38   Consistent with the views of the Government and the Association of Chief Police Officers and backed up by the Road Safety Bill, it clearly sets a commitment to deal with all forms of illegal and anti-social use of the roads, including drink-driving, speeding, dangerous or careless driving and driving-behaviour threatening to road users including pedestrians and other drivers.

10.39   The Road Safety Strategy has identified those areas of casualty reduction where enforcement is probably the only realistic option if we are to reach our targets. This particularly applies to the increase in casualties that have been noted among younger drivers and motorcycle riders.

10.40   Joint working including sharing of technical expertise between the Police and Local Authorities has created profiles, describing the times and areas where this can be most effectively applied. The Police have developed this assessment according to the National Intelligence Model (NIM) using the National Roads Policing Framework. In identifying the specific areas where action is required, the NIM interplays between the Force-wide level 2 Assessment and the Level 1 Assessment for each Basic command Unit (BCU). BCUs are contiguous with the Local Authority Boundaries, apart from in Liverpool which includes two BCUs with the City split north and south, for this purpose. The Police have set themselves targets for casualty reduction which match our LTP targets, and have expressed these at BCU level.

10.41   As well as casualty reduction, the Road Policing Strategy addresses several key objectives. For example, Merseyside Police are equipped with Automatic Number Plate Recognition (ANPR) technology, which is being used as part of their strategy to deny the use of roads to criminals. In practice, many of the areas requiring greatest attention are also found to have the highest casualty rates, so enforcement here is effective on both fronts. There is also a measure of reassurance provided by the Police presence, which meets yet another objective of the strategy.

Speed Reduction Strategy

10.42 The need for speed reduction has emerged from analysis of the road casualties as a common theme running through many strands of our safety strategy for Merseyside and hence in the programmes of intervention that have been developed by the Highway Authorities, the Police and our other partners. These are set out in detail in Appendix Nine.

10.43 Partners are committed to undertaking a complete review of speed limits on the major roads across Merseyside. This will be consistent with the road and road user hierarchy set out elsewhere in the LTP and will take into account the objectives of the five Traffic Managers and the Police, and the history of road casualties on the network.

10.44 In addition to the year round attention to speed reduction; there is also a highly visible police presence on the roads, with specific campaigns to target:
• Drink driving
• Failing to use seat belts
• Mobile phone usage while driving
• Failing to comply with traffic lights
• Disqualified or uninsured drivers

Merseyside Road Safety Camera Partnership (MRSCP)

10.45 The Merseyside Road Safety Camera Partnership comprises the Highway Authorities of Merseyside, together with the Police and Magistrates Courts. It went live in April 2005, with 2005/06 as its first year of operation. Camera enforcement is directed solely at the reduction of road casualties. Indeed this is its only aim.

10.46 As with the other Camera Partnerships across the country, the rule so far has been that all recouped fines income returned to the partners should be reinvested in the service. However, the DfT recently announced proposals to increase the amount of funding returned to highway authorities from this source, and to give greater flexibility in the way that such revenue income can be used although it will still be ring-fenced for road safety measures. The LTP is the vehicle through which partnerships are to set out their proposals and these are included in Appendix Nine.

Residential and Other Minor Roads

10.47 So far each district highway authority has pursued separate strategies in the way they have prioritised speed reduction on the residential and other minor roads, guided by the elected members and residents of those areas. A critique of these has been undertaken as set out in Appendix Nine.

10.48 Casualty reductions of around 65% are commonplace from such schemes. However, there is also great amenity value from lower traffic speeds in residential areas, which offer significant benefits to vulnerable users and form part of the cycling and walking strategies in their locality. This was described within the description of our approach to network management through our road hierarchy in Chapter 6.

Links with other transport programmes

10.49 Any changes made to the highway system can affect the levels of risk. The now familiar practice of *Safety Audit* attempts to avoid the unwitting introduction of hazards in all new designs that vary the functionality or appearance of the highway. Equally, there is a potential safety bonus from any improvement where there has been a history of casualties.

10.50 The Road Safety Planning Group is engaging with staff in the other programme areas to ensure that added value by the use of collision data is being taken, and also to attempt to quantify the extent of the safety benefit. The Strat-e-gis system being developed will be of assistance in this area. This is described in Chapter 14.

Highways Agency

10.51 The programmes of the Highways Agency are playing an important role in our strategy on the strategic highway network. The major scheme at junction 6 on the M62 (Tarbock Interchange) is designed to further reduce casualties at this site which has been a significant trouble spot in recent years. Their co-operation via the Memorandum of Understanding with Merseyside Authorities will minimise risk at congested locations. Their partnership with highway authorities via the National Traffic Control Centre is welcomed as a valuable method of highway management which will assist the traffic managers of Merseyside in their task.

Programme of Action

10.52 The Table inset draws together a summary of the issues for target groups proposed in Merseyside to achieve our road safety casualty reductions by 2010. The three traditional areas of: Education, Engineering and Enforcement are recognisable on this list, although as is clear from this chapter these are not silos. The common thread is the reliance throughout on analysis of the problems, from the real data collected by the Police, taken in the context of national advice, the formulation of clear strategies and actions flowing from this, and the high reliance on monitoring and feedback mechanisms which test the effectiveness of our actions and keep us alert to new threats.

Five Year Programme

Records, Analysis, Coordination, Consultation and Monitoring. We will undertake:
- Data Collection, analysis, strategy formulation and coordination with partners.
- Consultation with community on strategies and programmes.
- Monitoring of results of individual initiatives and programmes. Annual refresh of Casualty Report and Road Safety Strategy.

Education Training and Publicity for Children. We will continue with the following programme:
- Pre-Schools information distributed by Health Visitors as road safety advice for new parents; Local Garages trained in fitting and checking child car seats and seat belts. Activities for Nursery Groups.
- Reception starting School Pack – advice for Parents.
- Years 1 and 2: Kerbcraft Practical Pedestrian Training – by parent volunteers; Assessment of children's pedestrian skill-level - parental involvement. 'I can keep myself Safe'- Books for children with Teachers notes & CDROM.
- Years 3 and 4: Theatre in Education: theme – including follow-up and resources.
- Years 5 and 6: Cycle Training; 'Fast Lane' speed and risk awareness on highway.
- Years 7 and 8: Crash Survival Session – Hall-based and Tool Kit.
- Years 9 and 10: Theatre in Education Projects; StreetSmartz DVD and follow-up; Pre-driver Training.

Other Education Training and Publicity. We will continue to work with:
- Taxi Drivers, Ice Cream Vendors, Nursery Nurses, Childminders, Parent/Carers, Offenders, Road Safety Committees, Awareness raising, Summer and Winter anti-Drink Drive, Road Safety at Work (HSE/DfT), BikeSafe for safety of motor cyclists.

Enforcement. We will develop:
- Intelligence-led Policing to reduce excessive speed. (NIM compliant)
- Enhanced working arrangements with the Police.
- Campaigns targeted at drink driving, failing to use seat belts, mobile phone usage while driving, failing to comply with traffic lights, disqualified or uninsured Drivers.
- The Road Safety Camera Partnership.

Engineering. We will undertake:
- Annual trawl for Local Safety Schemes at single and mass action sites.
- Area and Route based analysis leading to coordinated speed reduction and other safety measures through Urban Safety Management and a variety of Local Safety scheme initiatives.
- Walking & Cycling Schemes
- Comprehensive Safety Audit of all Highway schemes.
- Consultation on all highway changes.

Transport and Travel Planning. We will ensure:
- Assessment of all aspects of the LTP Strategy and Implementation for Road Safety Implications.

Develop working arrangements with TravelWise to develop:
- Safety opportunities during School and Workplace Travel planning.
- Safety Audit of Routes to school.
- Full involvement with Accessibility Planning.

10.53 The above interventions are described in more detail in Appendix Nine as part of the Merseyside Road Safety Strategy which will form the basis of individual programmes of action for the partner authorities and other bodies involved.

Chapter 11:
Maintaining the Quality of Life

LOCAL TRANSPORT PLAN
M E R S E Y S I D E

11.1 In this chapter we describe how we are taking a range of actions to mitigate the damaging impacts of traffic growth on our environment and communities and how we can contribute to the national debate on climate change. In particular we report on the SEA assessment of our LTP.

We have set out the anticipated growth in the City Regional economy and how changes to population, housing and employment patterns are likely to lead to increased demand for travel and growth in car ownership and traffic.

This LTP is set within a longer term strategy and sets out a five year investment programme to provide the right transport provision to support the economic growth and social and economic regeneration of the Merseyside area, and to ensure that potentially harmful effects of transport provision are managed in ways that protect health, environment and quality of life.

Particular measures will be required to manage and mitigate the negative impacts of increased travel and traffic on the most vulnerable and disadvantaged communities who often suffer the worst impacts.
These actions taken locally will also contribute to the wider national and international efforts required to address climate change.

Our Aim
To ensure that the demand for transport and the rise in traffic does not reduce the health or quality of life or damage the environment for Merseyside residents.

We will measure our performance by:
• Using the Strategic Environmental Assessment and Health Impact Assessment to examine the extent to which the LTP will address concerns over transport impacts. We will establish an appropriate monitoring regime.
• Utilising tracking surveys and Citizens Panel to measure concerns with wider traffic and travel impacts, on perceptions of quality of life.

Greenhouse Gases

11.2 Transport is responsible for 28% of the carbon dioxide (CO_2) emitted in the EU and 84% of the emissions produced by transport are from road transport (Chapter 8 has set out the impacts of this on Air Quality).

11.3 Locally the impact of climate change has been monitored over recent decades, with a 0.4°C rise in annual mean temperature at Manchester Airport between 1988 and 1997 (compared to the 1961-1990, 30 year average), being recorded.

11.4 Predictions for the north west indicate a gradual increase in average annual temperatures, by between 1 and 5°C by 2080, with between 9 and 69cm change in sea level. The range indicates the scenarios that have been modelled. The predictions are also based on no action being taken to curb emissions.

11.5 On a north west basis it has been calculated that transport accounts for approximately 23% of the total CO_2 emissions. The levels of climate change gases (CO_2) arising from transport in Merseyside will be reviewed following the latest update of the Merseyside Emissions Inventory (**see Chapter 8**).

11.6 Increasing traffic growth will inevitably give rise to an increase in CO_2 emissions. The continuing increase in the use of private cars will eventually outweigh the benefits of the more efficient engines that are being developed.

11.7 The general approach to climate change is to adopt a mitigation and adaptation strategy. Within the LTP, it is recognised that steps can be taken to reduce emissions of greenhouse gases from transport sources as part of a longer term strategy to reduce the extent of future climate change. However, many of the effects of climate change are already occurring and the LTP also needs to take account of these impacts and plan accordingly. Measures that can be taken within the transport sector include improved traffic management to reduce congestion coupled with measures to reduce volumes of traffic.

11.8 A further example of practical action is shown by the fact that there are many pieces of equipment which can be powered by renewable energy sources. These include street lighting, CCTV, ticket machines and signage.

5 Year Programme

- Through our Informed Choices programme we will promote a better understanding of the impacts of traffic growth on the environment, health and climate change.
- The Smarter Choices programme will increase the use of more sustainable modes, and will be implemented as part of the TravelWise programme.
- Merseytravel will continue to bid for funding to promote alternative technology in the bus fleet. Merseytravel will also consider a move toward greater intervention in the bus market whereby the engine standards can be set for the fleet.
- Adopt sustainable design guidelines, which will be applicable to all new infrastructure implemented through the LTP. This will include an obligation to a minimum 10% of the power for the infrastructure being generated from renewable sources. A feasibility study was undertaken to investigate increasing the amount of renewable energy used during the implementation of the LTP. The study indicated that for infrastructure projects this would be feasible. The target is in line with that already in place for Objective 1 projects.
- All new projects will be subject to a sustainability appraisal to identify where improvements in performance can be made, and to mitigate against any negative environmental impacts.
- A study has been undertaken which identified a number of options for offsetting carbon emissions arising from the implementation of the LTP. It is proposed that voluntary offset schemes are entered into for the following areas:
    - > carbon emissions arising from the growth in road traffic by 2011, compared with 2005 baseline (taken from Emissions Inventory).
    - > carbon emissions arising during the build and operation of infrastructure developed as part of the LTP.

        Further work needs to be commissioned to address the administration and costings of such schemes.
- All local authorities will consider developing Carbon Management strategies.
- The Merseyside Emissions Inventory will be maintained and updated. This will estimate the contribution that transport makes to overall greenhouse gas emissions.
- As part of an adaptation strategy, links will be developed with those bodies involved in emergency planning across Merseyside.

Noise

11.9 The importance of noise in affecting quality of life was recognised in our first LTP for Merseyside. As a consequence, the LTP partners undertook a Merseyside wide study of environmental (or ambient) noise, with particular reference to noise from transport.

11.10 The main purpose of the Study was to address the lack of good quality information about environmental noise and its effects on people's quality of life. Particular attention was paid to transport related noise. It was one of the most wide-ranging and intensive investigations into environmental (or ambient) noise in any region of the UK.

11.11 The Study demonstrated clearly that noise is a significant issue in Merseyside. In the responses to an attitude survey conducted for the Study, noise was ranked the fourth most important factor having most negative effect on quality of life.

11.12 Transport noise was also shown to be the dominant component of ambient noise. In the attitude survey, road traffic was heard by the highest percentage of respondents (79%) and also bothered the highest percentage (44%) and urban roads and motorways were the noisiest location types in the monitoring survey (see Figure 11.1).

Figure 11-1: Merseyside Noise Study: Summary of results from noise monitoring (values given in A-weighted decibels dBA)

Noise Environment	Daytime mean (dBA)	Daytime range (dBA)	Night-time mean (dBA)	Night-time range (dBA)	Number of sites above WHO criterion	
					Daytime	Night-time
Urban road	65	52-73	58	44-64	9	9
Motorway	61	52-67	55	46-60	9	10
Transport interchange	60	48-70	55	42-63	8	9
City/town centre	58	52-68	51	44-62	4	9
City Park	57	44-72	47	38-56	4	7
Railway line	56	50-66	52	44-62	4	8
Airport	54	47-60	48	40-55	3	6
Rural Area	51	47-58	45	39-51	1	4
Suburban street	50	46-56	43	40-48	1	1

11.13   This second Local Transport Plan is being developed within this context of increasing requirements for the management of environmental noise and a significantly improved understanding of people's attitudes and local noise conditions in Merseyside.

11.14   The key issue for the LTP in terms of noise is clearly that generated by traffic. It is the most prevalent source of noise and the one that annoys or disturbs the greatest number of people. This issue is therefore another reason why traffic volumes (and speeds, because vehicle speed affects the level of noise it generates) need to be addressed. Uncontrolled increases in traffic will have a negative effect on people's quality of life and increased levels of environmental noise is just one of those potential negative effects **(these issues of traffic are also addressed in Chapter 7)**.

11.15   There are also other sources of noise and potential disturbance that may be influenced by the LTP. In particular, the way in which noise from highway construction and maintenance works or works on other transport infrastructure may also be locally important. Intermittent noise, such as that from construction sites, can be particularly disturbing because of both its intensity and irregularity.

5 Year Programme

• Develop a noise strategy in line with the National Ambient Noise Strategy proposals and to satisfy the requirements of the European Environmental Noise Directive (END). The national approach to implementing END is being managed by Defra. The Merseyside partners will work closely with the Defra commissioned consultant on the road noise mapping project to ensure that it links with the Noise Study and plans for a Merseyside Noise Strategy.

• Prepare a standard code of practice for management of highway works, which will include specific proposals for managing noise.

• For new highway infrastructure or major carriageway maintenance projects, particularly in heavily trafficked and/or noise sensitive areas, the potential effects on noise will be an important consideration in the selection of the surfacing material to be adopted (**these are also discussed in 12.2**).

• Despite the limited application of the noise insulation regulations, the Merseyside partners consider that there may be justification for provision of noise mitigation measures in specific locations. An appraisal of noise mitigation techniques was commissioned and has been completed. The study provided a simple toolkit approach to enable the partners to evaluate the potential impact and cost effectiveness of different measures to mitigate traffic noise. The partners will be using the toolkit to appraise LTP projects and its use and application will also be more widely disseminated. We will also prepare guidelines on the qualifying criteria for locations to be considered for noise mitigation measures.

• The potential impacts of any LTP proposals, including new or modified transport infrastructure, will be properly assessed, including an evaluation of potential noise impacts through sustainability appraisal for LTP schemes.

Chapter 11

Landscape & Biodiversity

11.16 The transport infrastructure network, primarily highways and railways, is a major and significant element of landscape and, more especially townscape. The nature and condition of the transport network therefore has direct effects on the value and character of landscape and townscape. Part of this infrastructure network includes the peripheral areas of highway or railway land, such as verges, and embankments. When added together, this peripheral land covers a substantial area and is therefore important not only in terms of landscape, but also in terms of its (potential) value for plants and wildlife (biodiversity).

11.17 Some of this highway and railway land is in good condition and well managed, but much of it is not. A substantial proportion has little landscape or biodiversity value, is subject to limited or uniform maintenance regimes and many areas also experience abuse from vandalism and fly tipping. In the urban areas, the quality of streetscape has also suffered, in many cases because it is not designed for the level of car use and parking now demanded, and in other cases because of inappropriate design, inadequate maintenance or public behaviour.

11.18 The importance of a well designed and maintained street environment, especially in terms of accessibility and safety, is a key part of the LTP and is discussed in chapter 6. It has also been identified that the LTP can provide the mechanism for a significant change in the approach to management of highway and (to a lesser extent) railway land. The aim of this approach is to maximise the value of this land to local communities, both in terms of their perception of where they live and in providing opportunities for leisure and recreation.

Best Practice: Inspirational Wildflower

Examples of an imaginative approach to the character and maintenance of highway land are already available on Merseyside, specifically through the creation of wildflower habitats. Landlife, founder of the National Wildflower Centre, located at Court Hey Park in Knowsley, has worked with several of the Merseyside authorities and the Highways Agency to establish a range of wildflower verges in the sub region. Work initiated on Knowsley expressway by Knowsley MBC using Landlife wildflower seed harvested on Merseyside is now a national exemplar for sowings on subsoil.

Prominent locations in Knowsley, Sefton and Liverpool City centre have proven these sowings to be extremely popular. In Kirkby for example taxi drivers were highlighting the sowings to visitors.

There is now an opportunity to build on this experience and bring biodiversity and attractive wildflower landscapes to prominent entry points and locations. This will promote a positive and distinctive environmental image for the region, while creating landscapes of real ecological worth.

This work is already receiving national attention by CABE space, and work in Knowsley has already won a Unesco award for excellence in urban ecology.

Different establishment and maintenance techniques together with different combinations of plants have been used and there is scope to develop this experience in the new LTP (this is discussed further in Chapter 12).

5 Year Programme

- Promote an alternative and imaginative approach to the management of highway and railway land with the aim of improving its landscape and biodiversity value and making it more accessible and attractive to local communities.
- The scope for adoption of more varied maintenance regimes will be investigated through the implementation on pilot studies of innovative management regimes, including the creation of wildflower habitats on land adjoining the highway. It will involve working with specialist partners, such as the National Wildflower Centre. These projects will also include an assessment of their value for money, in terms of the costs of establishment, costs of maintenance and perceived value to local communities.
- Prepare an illustrated practical guide/handbook for highway verge management and creation of 'wildflower' verges.
- Support the publication of maps/access guides to promote access, especially by public transport, cycling and walking to landscapes, open spaces and sites of nature conservation interest, including sites of interest for 'eco-tourism'.
- Ensure the potential impacts of any LTP proposals, including new or modified transport infrastructure, are properly assessed, including an evaluation of potential impacts on landscape and biodiversity through sustainability appraisal for LTP schemes.

Strategic Environmental Assessment (SEA) and Health impact Assessment (HIA)

11.19   In accordance with the implementation of the SEA Directive in the UK, the LTP for Merseyside is subject to a Strategic Environmental Assessment (SEA). The SEA of the LTP has been integrated with a strategic level sustainability appraisal and a detailed health impact assessment (HIA). A summary is provided in Chapter 3 and the full Environmental Report is provided as Appendix Seventeen.

11.20   A series of sustainability objectives were developed between the Merseyside local authorities for use in SEA and SA across the sub-region. These objectives were adopted for the LTP SEA & SA.

11.21   An extensive baseline environmental study was also completed. The assessment of the impacts of the LTP was based on predictions of the changes that the LTP would cause in these baseline indicators and the implications for achieving the sustainability objectives. The SEA/SA process informed the development of the programme in the provisional LTP, but the findings and recommendations of the SEA given in the Environmental Report have been used to refine the programme for the final LTP. This is described in Chapter 3. An SEA statement describing how the findings of the SEA have been taken into account is required by the legislation and is also included in Chapter 3.

11.22   Consultation on the SEA and the Environmental Report was integrated with consultation on the provisional LTP and was carried out in winter 2005.

Health Impact Assessment (HIA)

11.23   A detailed Health Impact Assessment (HIA) of the LTP has been carried out. There is no legal requirement to undertake an HIA, but we believe that the importance of the links between transport and health justifies a new HIA, to follow on from the HIA that was carried out on the first LTP. The HIA of the first LTP was very well received and we were therefore committed to continuing this good practice into the second LTP.

11.24   The HIA of the first LTP was reviewed in 2004 and a substantial amount of baseline health data was collected as part of the review. This provided a valuable resource for the HIA of the new LTP. The HIA was integrated with the SEA/SA and a consistent methodology was adopted for both appraisals.

11.25   A series of health related objectives were identified and the contribution (or otherwise) that the LTP will make to achieving those objectives was assessed as part of the HIA. The detailed findings of the HIA have fed in to the overall SEA/SA process and are incorporated into the Environmental Report.

11.26   The ways in which transport can affect people's health is already well recognised and the HIA process has been used to refine the LTP programme so that potential health benefits can be maximised. There has also been a specific concentration on health inequalities across Merseyside and the potential for differential impacts on already disadvantaged communities. In response to this, it is intended to commission a research project to investigate the relationship between regeneration, traffic growth and associated economic, social and environmental impacts. This would consider the possible spatial, temporal and social differences between the 'benefits' and the 'impacts' – specifically within the context of achieving 'social justice'.

Summary of Findings of the Strategic Environmental Assessment (SEA) & Health Impact Assessment (HIA)

11.27   The UK law relating to SEA states that the purpose of the assessment is 'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans…with a view to promoting sustainable development'. This means ensuring that the potential environmental impacts of the plan are properly assessed and that potentially negative impacts are minimised and positive impacts are maximised.

11.28   For the assessment of the LTP, a set of social, health and environmental objectives was identified. The effects that the implementation of the LTP would have on these objectives were assessed; for example would the LTP contribute to or detract from achieving these objectives. It is important to note that the assessment considers the overall impacts of the LTP, not the specific details of any individual scheme or effects in any localised areas.

11.29   Overall, the SEA and HIA concluded that the LTP will have mainly positive environmental and health effects. In particular, the emphasis in the LTP on the public transport network, the TravelWise initiative and on promoting active travel (especially cycling and walking) will have positive impacts. However these benefits will only be achieved if the LTP as a whole is delivered successfully at the right time.

11.30   The SEA and HIA also identified some areas where the LTP could have some negative impacts. These are mainly related to potential traffic growth and plans for new or improved transport infrastructure, especially where new land is required, for example for roads or park and ride schemes. Some schemes, especially road improvements, are expected to provide wider economic benefits, but could have negative impacts on the health and environment of the local communities through which they pass.

11.31   The ongoing economic regeneration of Merseyside will increase the demand for travel and there may be a time lag between the increasing amount of travel and the improvements in public transport and other measures needed to meet that demand. This time lag may mean that much of the increased travel is done by private car. The impact of the LTP on social, environmental and health objectives depends on the volume of traffic in future years.

11.32   It is clear that there is a need to address the balance between accommodating traffic growth and restraining growth in private car use. Therefore, to ensure that the potential positive health and environmental impacts of the LTP are delivered, the increased travel demand brought about through regeneration must not be met by increased private car use.

11.33   Following consultation on the results of the assessment the findings of the SEA and HIA have been incorporated into the final LTP. The impacts of the LTP on the selected objectives will be monitored over the next 5 years.

Incorporating the findings of the Strategic Environmental Assessment (SEA) & Health Impact Assessment (HIA) into the LTP

11.34   The results of the SEA and HIA have been used to identify whether the proposed programmes for action and major schemes, presented in the provisional plan, are acceptable in terms of their potential impact on the environment and human health. A summary of the implications for the LTP, in terms of each of the SEA and HIA objectives is given below.

SEA OBJECTIVE : Conclusion of SEA	Inclusion in LTP
To use energy, water and mineral resources prudently and efficiently and increase energy generated from renewable sources • No adverse effects were identified. • Promote opportunities to ensure the prudent and efficient use of resources and increase use of energy from renewable sources by reducing travel by private car and road freight through successful implementation of Programmes for Action to promote the use of public transport, rail, cycling and walking. • Ensure opportunities to use renewable energy sources in transport infrastructure e.g. street lighting and road signs are implemented appropriately.	Commitment in LTP to : • develop and adopt sustainable design guidelines for new projects, with commitment to provide 10% of energy requirements from renewable sources. • review the feasibility of specific renewable energy projects associated with new or existing transport infrastructure and associated energy demand.
To minimise the production of waste and increase reuse, recycling and recovery rates • No adverse effects were identified. • Promote opportunities to increase the recycling of waste produced during highway maintenance in other highway schemes e.g. new roads or road modifications.	Commitment in LTP to ensure that construction materials from highway maintenance contracts are recycled.
To reduce poverty and social deprivation and secure economic inclusion • No adverse effects were identified. • Realise opportunities for reducing poverty and social deprivation and securing economic inclusion through successful implementation of the programmes for action presented in Chapters 6, 7, 9 and 12.	Commitment in LTP to : • implement the planned programmes and specifically address social inclusion issues through the accessibility strategy and action plan. • commission research project to investigate the relationship between regeneration, traffic growth and associated economic, social and environmental impacts, with specific reference to spatial, temporal and social differences between the 'benefits' and the 'impacts' – within the context of achieving 'social justice'.

SEA OBJECTIVE : Conclusion of SEA	Inclusion in LTP
To protect, enhance and manage Merseyside's rich diversity of cultural, historical and built environment and archaeological assets	
• Archaeological surveys should be undertaken prior to the implementation of park and ride schemes in relation to the single integrated public transport network, and the Programmes for Action on rail, public transport and congestion to determine the whether schemes will affect sites or areas of archaeological importance. • Archaeological surveys should be undertaken as part of the EIAs carried out for Merseytram Lines 2 and 3 to determine whether the development would have any adverse effects on sites or areas of archaeological importance. • Adverse effects on the character and quality of conservation areas will be avoided or reduced by improving the quality, design and appropriateness of street furniture, street lighting, road signs, road safety features, public transport facilities (bus stops) and by reducing street clutter. Improvements to the quality and design of new and existing highways, footpaths and cycleways will also have positive effects on the character and quality of conservation areas. • By reducing congestion the LTP will also have a positive effect on the character and quality of conservation areas by reducing or removing the intrusion of road traffic. • By removing or reducing freight movements within the City Centre the LTP can enhance the character and quality of the City Centre Conservation Areas.	Commitment in LTP to : • Development and adoption by all partners of a sustainability appraisal method for LTP projects, which will identify the need for specific measures relating to heritage and archaeological interest. • Design of public realm schemes will take account of local character and/or conservation areas.

Chapter 11

SEA OBJECTIVE : Conclusion of SEA	Inclusion in LTP
To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance	
• Ecological surveys should be undertaken prior to the implementation of park and ride schemes in relation to the single integrated public transport network, and the Programmes for Action on rail, public transport and congestion to determine the whether schemes will effect: >Designated sites (e.g. SSSIs) >Protected Species (under the Habitats Directive) >European Species (under the Wildlife and Countryside Act 1981) or Priority BAP species. Priority BAP habitats or sites of local wildlife importance. >Badgers as required under the Badger Act 1992. • The LTP partners should aim to promote the creation of wildlife corridors and green networks along footpaths, cycleways and Public Rights of Way. • The initiatives for improving the biodiversity value of highway and railway land by using wildflower mixes on grass verges, native tree species in landscaping schemes and creating new habitats for protected species e.g. ponds (great crested newts).	Commitment in LTP to : • Development and adoption by all partners of a sustainability appraisal method for LTP projects, which will identify the need for specific measures relating to biodiversity and nature conservation. • Preparation of good practice guide for establishment and management of wildflower verges.

Inclusion in LTP	SEA OBJECTIVE : Conclusion of SEA
Commitment in LTP to : • Development and adoption by all partners of a sustainability appraisal method for LTP projects, which will identify the need for specific measures relating to landscape character and features • Develop and adopt best practice sustainable design guidelines for new projects, which will take account of local landscape character, streetscape and/or conservation areas. • Promote an alternative and imaginative approach to the management of highway and railway land with the aim of improving its landscape and biodiversity value and making it more accessible and attractive to local communities, including the implementation of pilot studies of innovative management regimes, including the creation of wildflower habitats on land adjoining the highway. • Preparation of good practice guide for establishment and management of wildflower verges.	**To protect, enhance and manage the local character and accessibility of the landscape across the sub-region** • Assessment will be required (possibly as part of an EIA) to determine the effects of park and ride schemes, as proposed under the Programmes for Action for the Single Integrated Public Transport Network, rail and public transport on landscape character and visual amenity. • All schemes will retain key landscape features (e.g. footpaths, hedgerows, trees) where possible. • Where key landscape features have to be removed/modified or landscape character will be temporarily altered Landscape Management Plans will be produced highlighting how the affected areas will be restored, replaced and enhanced. • The LTP partners should promote opportunities to improve landscape and streetscape quality by improving the quality and design of footpaths, cycleways and pedestrianised areas • High quality design and construction principles should be applied to all new developments and scheme's involving modifications and improvements. All schemes will be appropriately designed for the location. • All schemes will be maintained to ensure that they remain in good condition. • All landscape schemes will incorporate biodiversity enhancements where appropriate e.g. use of native species, creation of greenways and green networks. • The LTP partners should improve the quality and appropriateness of street furniture (e.g. bins), lighting, public transport facilities and signage to ensure that they are appropriate to the location and do not have an adverse effect on streetscape. • Ensure that all new transport schemes in conservation areas of a high quality and are appropriate to the character of the conservation area are and its setting. • Ensure streetscape improvements, where possible incorporate measures to protect and enhance biodiversity e.g. ensure that street lighting schemes do not have adverse effects on bats; identify opportunities for the creation of habitats in railway and highway maintenance schemes; or create greenways along new and existing public rights of way.

SEA OBJECTIVE : Conclusion of SEA	Inclusion in LTP
To protect, improve and where necessary, restore the quality of inland, estuarine and coastal waters	Commitment in LTP to :
• Ensure that all new transport schemes and transport improvement works involving construction activities adhere to appropriate environmental protection standards, good codes of practice, construction principles and design guides to ensure that the correct measures are implemented to prevent the pollution of surface water and groundwater.	• Development and adoption by all partners of a sustainability appraisal method for LTP projects, which will identify the need for specific measures relating to pollution prevention and contamination of watercourses
• Ensure all new transport schemes and transport improvement works will implement appropriate measures to minimise pollution from surface water runoff e.g. oil separators and silt traps.	• Prepare a standard code of practice for management of highway and infrastructure works which will include specific proposals for environmental protection
• Where new transport schemes and transport improvement works are likely to cause disturbance to contaminated land (e.g. Park and Ride schemes identified under the Single Integrated Public Transport Network, rail and public transport programmes for action), advice will be sought from the Environmental Health Departments of the relevant Local Planning Authority and current guidance presented in Planning Policy Statement 23 (PPS23) Planning and Pollution Control prior to development. If necessary PPC (Pollution Prevention Control) Permits will be obtained from the Environment Agency.	
• In areas where there are high water tables surveys will be required prior to the implementation of schemes involving construction activities to ensure that the there are no breaches of the groundwater and there are not future risks of groundwater pollution from road drainage schemes.	

SEA OBJECTIVE : Conclusion of SEA	Inclusion in LTP
To protect, and where necessary, improve local air quality	
• No adverse effects on air quality were identified during the SEA of the Programmes for Action. • The SEA has identified that successful implementation of the majority of Programmes for Action will have significant and highly significant positive effects on local air quality. • The SEA did identify that some of the major schemes would have adverse effects on local air quality. Mitigation measures associated with these are discussed earlier in this chapter.	Commitment in LTP to : • Establishment of Merseyside wide air quality monitoring network. • More detailed assessment of the use of Low Emission Zones, building on the initial evaluation of a LEZ as part of the Air Quality Action Plan. • Maintenance of the Merseyside Emissions Inventory.
To protect, manage and where necessary improve local environmental quality	
• Noise level assessments may be required to assess whether the park and ride schemes identified in the Single Integrated Public Transport Network, rail and public transport Programmes for Action will lead to an increase in local noise levels. • Successful implementation of the Programmes for Action identified in the LTP will generally have positive effects on local environmental quality. • The LTP Partners should seek opportunities to work with land use planners and other key stakeholders to help improve aspects of the environment that are not controlled by the LTP but which influence the perception of the performance of the LTP e.g. tackling areas of derelict land located along the major transport corridors (e.g. City Centre end of Edge Lane). • The LTP partners should seek opportunities for using park and ride schemes to assist with the redevelopment and reuse of areas of previously developed land or neglected land.	Commitment in LTP to : • Development and adoption of standard code of practice for management of highway and infrastructure works, which will include specific proposals for managing noise. • Agreement of qualifying criteria for locations or schemes to be considered for implementation of noise mitigation measures to reduce traffic noise.
To improve health and reduce health inequalities	
• See the following section for mitigation measures relating to health and health inequalities.	

SEA OBJECTIVE : Conclusion of SEA	Inclusion in LTP
To improve safety and reduce crime, disorder and fear of crime	Commitment in LTP to :
• The SEA has identified that the proposed Programmes for Action will have no adverse effects on road safety or crime. • Successful implementation of the majority of Programmes for Action will have positive effects on road safety by reducing congestion. • There is opportunity for the LTP partners to more actively promote speed management within the LTP. This is discussed in more detail with regard to the HIA. • Successful implementation of TravelSafe and schemes to improve public transport, streetscape and footpath quality will help to reduce crime and the fear of crime associated with transport.	• Development of a speed reduction strategy which is incorporated into the road safety strategy • Continued implementation of the TravelSafe programme
To provide good quality, affordable and resource efficient housing	
• There are no interactions between this SEA objectives and the LTP.	
To improve local accessibility of goods, services and amenities and reduce community severance	Commitment in LTP to :
• There is potential for the Sustainable Distribution Programme for Action to have an adverse effect on community severance by leading to an increase of freight on roads that are peripheral to the City Centre. The LTP partners should therefore seek to ensure that this Programme for Action is implemented in tandem with the Road Hierarchy Programme for Action and Freight Management Programme for Action which seeks to prioritise specific routes for freight. Successful implementation of the major schemes to improve traffic flow and freight movements will also be important to ensure that restrictions in freight movements in the City Centre do not lead to increased freight on smaller, peripheral roads. • Successful implementation of the majority of the other Programmes for Action within the LTP will have significant and highly significant effects on accessibility and reducing community severance especially the Programmes for Action relating to improving the efficiency, accessibility and safety of public transport, improving provisions for walking and cycling and reducing congestion.	• The incorporation of a sustainable distribution programme with the Integrated Corridor Management approach • Delivery of the accessibility action plan

SEA OBJECTIVE : Conclusion of SEA	Inclusion in LTP
To reduce the need to travel and improve choice and use of more sustainable transport modes	
• The SEA has identified that the Programmes for Action will have no adverse effects on reducing the need to travel and improving choice and use of more sustainable transport modes. • The majority of Programmes for Action will have significant or highly significant effects on reducing the need to travel and improving the choice and use of more sustainable transport modes by improving the accessibility, efficiency and safety of public transport and promoting the development of alternative modes of transport e.g. Merseytram and Park and Ride schemes. • Successful implementation of the Programmes for Action to promote walking and cycling will also have positive effects on improving the choice and use of more sustainable transport modes.	Major commitment in LTP to the Smarter Choices Programme

SEA OBJECTIVE : Conclusion of SEA	Inclusion in LTP
To mitigate and adapt to climate change including flood risk	
• The SEA identified that the Programmes for Action associated with Freight Distribution may potentially have adverse effects on climate change as a improvements in the movement of road freight may cause the levels of road freight to increase as it becomes a more attractive transport option. To minimise the effects of road freight on climate the LTP partners must also promote the use of alternative modes of freight transport by improving options for rail freight movements.	Commitment in LTP to :
• The SEA has also identified that the park and ride schemes associated with the Single Integrated Public Transport Network, rail and public transport Programmes for Action may have adverse effects on flooding by increasing the area of land covered by an impermeable surface e.g. Tarmac.	• Specific measures to increase use of rail freight through rail gauge enhancement schemes
• In accordance with PPG 25 Development and Flood Risk, and on advice of the Environment Agency, Flood Risk Assessments should be carried out for all new schemes and transport infrastructure improvements that by their nature have to be the potential to cause flooding e.g. park and ride schemes.	• Development and adoption by all partners of a sustainability appraisal method for LTP projects which will include climate change impacts
• All new transport schemes and transport infrastructure schemes that are located in coastal areas will be assessed prior to implementation to ensure that they do not compromise existing coastal flood defences and do not prevent the installation of future coastal flood defences.	• Review the feasibility of specific renewable energy projects associated with new or existing transport infrastructure and associated energy demand.
• All new transport schemes and transport infrastructure schemes that are located in coastal areas will be assess prior to installation to ensure that they will not increase risk, or current rates of coastal erosion.	• Detailed review and costing of local, voluntary, carbon offset schemes for projected road traffic growth and for specific infrastructure schemes
• The LTP partners should promote the implementation of Sustainable Urban Drainage Schemes (SUDS) in all new transport developments.	

SEA OBJECTIVE : Conclusion of SEA	Inclusion in LTP
To protect, manage and restore land and soil quality	
• The SEA identified that the Programmes for Action within the LTP would not have any adverse effects on land and soil quality. • However to improve land and soil quality the LTP partners should identify opportunities to work in partnership with Local Planning Authorities to ensure that the all new developments located on areas of previously developed land are accessible by public transport. • The LTP partners should also promote the development of park and ride sites on areas of previously developed land or neglected land where appropriate and minimise the use of Greenfield sites. • Where new transport schemes and transport improvement works are likely to cause disturbance to contaminated land, advice will be sought from the Environmental Health Departments of the Local Planning Authorities and current guidance presented in Planning Policy Statement 23 (PPS23) Planning and Pollution Control prior to development. Where necessary PPC (Pollution Prevention Control) Permits must be obtained from the Environment Agency.	Commitment in LTP to: • Development and adoption by all partners of a sustainability appraisal method for LTP projects, which will identify the need for specific measures relating to pollution prevention and contamination of land • Prepare a standard code of practice for management of highway and infrastructure works which will include specific proposals for environmental protection

HIA OBJECTIVE: Conclusion of HIA	Inclusion in LTP
To provide a positive, safe and healthy environment for children	
• As part of the Road User Hierarchy seek to develop on appropriate Local Access Roads sub-30mph speed limits. This could include a mix of self-enforced 20 mph speed limit zones and also some Home Zone (sub-10 mph) streets. • Develop an overall speed management strategy for the highway network that is integrated with the Road User Hierarchy. This is important to reduce accidents and encourage walking and cycling by children • Invest in the cycling infrastructure to improve the attractiveness of cycling and create a culture where cycling is viewed as socially acceptable to children. • Reduce views that public transport is a second class mode of transport. Promote the use of public transport as a safer and more socially acceptable alternative to the private car.	Commitment in LTP to : • Development of a speed reduction strategy which is incorporated into the road safety strategy • Continued implementation of the TravelSafe programme • Implementation of Smarter Choices Programme

HIA OBJECTIVE: Conclusion of HIA	Inclusion in LTP
To promote healthy lifestyles	
• Ensure the Supplementary Planning Document actively promotes the implementation of high quality travel plans • To promote cycling as an alternative mode of travel need to focus on developing a fine mesh level of routes at the local level which are perceived as and are safe and attractive, to potential as well as existing cyclists, and which increase accessibility. • The Merseyside Pedestrian Strategy specifically highlights health. There is potential for increasing the emphasis on environmental interventions to increase the opportunities for walking. These range from traffic calming measures to addressing one of the major barriers to walking which is the speed of motor traffic. Also, the development of walking path networks and general improvements in environmental quality as there is growing evidence that environmental quality of residential locations is linked to levels of walking. • Promoting the use of the Rights of Way network requires both targeted marking and information about the many attractions of its use. This would benefit from being better linked with the TravelWise initiatives. • Promote more 'targeted marketing', information and intervention to reach members of the community that are most amenable to travel behaviour change • Bus, rail and Merseytram use could be marketed more effectively through TravelWise as part of a healthy lifestyle and targeted particularly towards those who wish to reduce their car use.	Commitment in LTP to: • Implementation of Smarter Choices Programme • Implementation and adoption of the Supplementary Planning Document on choice of travel • Establish a Rights of Way Improvement Plan • The 'Informed Choices' programme will involve enhanced communications and information.
To reduce the levels of death and injuries due to accidents	
• As part of the Road User Hierarchy seek to develop on appropriate Local Access Roads sub-30mph speed limits. This could include a mix of self-enforced 20 mph speed limit zones and also some Home Zone (sub-10 mph) streets. • Develop an overall speed management strategy for the highway network that is integrated with the Road User Hierarchy.	Commitment in LTP to : • Development of a speed reduction strategy which is incorporated into the road safety strategy

HIA OBJECTIVE: Conclusion of HIA	Inclusion in LTP
To improve the accessibility of goods, services and amenities, and reduce community severance	
• Promote more 'targeted marketing', information and intervention to reach members of the community that are most amenable to travel behaviour change • Publicity to inform the public of the effectiveness of the new IriS system and general information about successful prosecutions could help to increase potential and existing user confidence in the personal safety of public transport system across Merseyside. Improved confidence in using public transport will help to improve accessibility and reduced community severance. • Encouraging Hospital Trusts to commission new bus services (being floor low and accessible) which directly link to hospital services can reduce the journey barriers and so the likelihood of missed appointments.	Commitment in LTP to: • Continued implementation of the TravelSafe programme • Implementation of Smarter Choices Programme • Implementation of the Accessibility Action Plan including support for community transport initiatives • Informed Choices
To protect, and where necessary, improve local air quality	
• See the example of the Bristol Broadmead Shopping Centre scheme mentioned below with respect to the objective to reduce the need to travel and improve choice and use of more sustainable transport modes.	

HIA OBJECTIVE: Conclusion of HIA	Inclusion in LTP
To reduce the need to travel and improve choice and use of more sustainable transport modes	Major commitment in LTP to implementation of Smarter Choices Programme
• Through TravelWise encourage developers of new sites to develop partnerships with public transport operators in encouraging staff to use public transport and establish this travel behaviour from the outset to encourage it as habitual behaviour.	
• Broadmeads Shopping Centre in the centre of Bristol, located within an AQMA, has developed a scheme involving an urban freight centre on the edge of the city. The Freight Consolidation Scheme, whereby deliveries are consolidated into a single load at an out-of-town site for onward delivery to Broadmeads. This has reduced the number of deliveries by participating retailers by 66%. A similar scheme could be piloted in Liverpool city centre to reduce traffic danger, improve sustainable travel through freight efficiencies, and improve local air quality.	
• Work with public transport operators to control fares at levels that will attract new users.	
• The five year programme for Park and Ride is heavily rail-based. There is potential for increasing the catchments of Park and Ride through establishing a stronger road based service to Liverpool and other centres in Merseyside to augment the rail-based service.	
• There is potential to extend the focus of travel plan implementation towards communities. This is a little explored area but there is potential to help geographically based communities to develop travel plans, which can be linked to those of local schools and work places.	

Chapter 12:
Making the best use of existing assets

Introduction

12.1 In this chapter we outline the role of the Transport Asset Management Plan and describe our maintenance regime for ensuring high quality roads and highways and set out our plans for street lighting and bridge maintenance.

We recognise that investment in the local transport network over the previous 5 years has been substantial. In addition to LTP funding we have received substantial levels of investment from the current European Objective One programme, and have been successful in drawing in other sources of funding.

We have to ensure maximum value from this investment, and to ensure it is efficiently and effectively managed and maintained. In doing so we will be supporting important areas of the LTP in relation to, for example, our Network Management Duty, improving road safety, improving the pedestrian environment and assisting with our commitments to environmental probity.

Our Aim

To establish an effective Asset Management Base, and to ensure maintenance regimes are targeted in ways that support the aims of the Plan overall and integrated with wider programme measures to address the shared and local priorities, we will seek maximum value for money through our procurement regimes.

Through the Best Value regime we will:
- Improve the state of footways.
- Agree with DfT new measures for measuring the condition of principal and non-principal roads.
- Improve the state of unclassified roads to the standards set for each local authority.
- As part of the Network Management Duty measure the extent of roadwork coverage.
- Set standards for the condition of street lighting.

We will also:
- Utilise tracking surveys to measure satisfaction with highways assets.
- Develop the TAMP and procurement practice to improve delivery.
- Monitor complaints under the DDA concerned with highway conditions.

Transport Asset Management Plan (TAMP)

12.2 With the proposed introduction of Whole Government Accounting (WGA) and Resource Account Budgeting (RAB) into Local Authorities by 2007/08, the County Surveyors Society (CSS), and the Technical Advisory Group (TAG) of the Local Authorities Association, commissioned the production of a guidance document for the production of Highway Asset Management Plans (HAMP). This Framework document was launched in 2004 to enable Highway Authorities to start the process of creating their HAMP.

12.3 The Local Transport Plan expands the HAMP to include transport elements, namely a Transport Asset Management Plan (TAMP). We have updated our position in Merseyside since the production of the Provisional LTP in July 2005.

Current Situation

12.4 The Merseyside Asset Management Group continues to meet at monthly intervals to progress the production of TAMP's for each individual Authority. The Group have taken recommendations from the Framework Document and the Index of Items. However, the Index has been expanded to suit the requirements of Merseyside. Section 1 : Approach to Asset Management in Merseyside has been written and will form a standard introduction to all TAMP's in Merseyside.

12.5 A draft of Section 2 : Implementing Asset Management in Merseyside has been presented to the Group for discussion. The structure of this section will be similar for all Authorities but will be the first of many sections which will reflect the individual Policies and Objectives of each Authority.

12.6 Highways in each district have been categorised utilising the Road Hierarchy (see Chapter 6) as defined within Well-maintained Highways : Code of Practice for Highway Maintenance Management. These are for example strategic routes, main distributor and, secondary distributor. Each hierarchy is then split into various Road Types such as Dual 2-lane and single 2-lane etc.

12.7 By determining the unit cost of construction for each of the different road hierarchies and types, the total value of the roads within each of the Districts can be determined.

12.8 A separate exercise will be undertaken to determine the value of other highway assets such as bridges and street lighting.

Future Work

12.9 A works programme has been produced for 2006 covering all the aspects of the production of TAMP's and the Asset Valuation requirements. The programme is split up into the various sections of the TAMP together with an ongoing item for Valuation. Figure 12.1 illustrates our approach. The Group have taken a closer look at all the requirements of both the TAMP and Asset Valuation and amended the original programme which now has the completion date as December 2006. Links have been developed with other Group's in Merseyside for the provision of Asset Management and Valuation data. These include the Lighting Group and the Bridges Group.

Figure 12.1 The Merseyside TAMP

	Action	Target	Revised Date	Date Action Completed	TRACKER POSITION	Target (Week Ending)

Goal - To produce Merseyside HAMP / TAMP document for use by Merseyside districts by end of 2006

	Action	Target	Revised Date	Date Action Completed	Read Me	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
			Read Me	Read Me	Read Me	16/08/ 05	23/09/ 05	20/10/ 05	15/11/ 05	15/12/ 05	02/02/ 06	02/03/ 06	30/03/ 06	27/04/ 06	25/05/ 06	22/06/ 06	20/07/ 06	17/08/ 06	14/09/ 06	12/10/ 06	09/11/ 06	07/12/ 06
A	Produce outline framework for HAMP plan for all districts to work with	20/07/06	20/07/06	27/07/05	COMPL-ETE	Draft Done																
B	Set up series of meetings to monitor progress	20/07/06	20/07/06																			

PART 1 - INTRODUCTION

| 1.0 | Draft and agree section on 'Approach to Asset Management' | 12/10/06 | 12/10/06 | | COMPL-ETE | | | | | | | | | | | | | | | | | |

PART 2 - THE PLAN

2.0 Implementing Asset Management

2.1	Approach to implementation	02/02/06	02/02/06																			
2.2	Review current practices and procedures	02/02/06	02/02/06																			
2.3	Define desired practices and procedures	02/03/06	02/03/06																			
2.3a	Review procedures associated with collection, storage and management of asset data	02/03/06	02/03/06																			

Goal - To produce Merseyside HAMP / TAMP document for use by Merseyside districts by end of 2006

	Action	Target	Revised Date	Date Action Completed	TRACKER POSITION
			Read Me	Read Me	Read Me
2.4	identify and analyse GAPs in practices and procedures	30/03/06	30/03/06		
2.5	Produce implementation plan relative to practices and procedures that can assist in closing the GAPs	27/04/06	27/04/06		
2.6	Identify key stakeholders who will be integral to the success and delivery of the plan - who will use it and for what ? and engage in the process	27/04/06	27/04/06		
3.0	**TAMP details**				
3.1	Identify and benchmark policies and procedures and organisational objectives	15/11/05	15/11/05		
3.2	Produce table of inventory items to reflect district asset base. Review inventory collected and produce a plan fo collection of assets not yet collected	15/12/05	15/12/05		
3.3	Identify plan to ensure robust collection and updating of assets - Review asset inventory to ensure matches with classifications and groupings	02/02/06	02/02/06		

Target (Week Ending): Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec

Goal - To produce Merseyside HAMP / TAMP document for use by Merseyside districts by end of 2006

Action	Target	Revised Date	Date Action Completed	TRACKER POSITION	Target (Week Ending)
		Read Me	Read Me	Read Me	Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
4.0 Levels of Service					
4.1 Identify and define current levels of service for the districts - Review and benchmark Levels of Service	15/12/05	15/12/05			
4.2 Identify and establish a baseline condition of assets and benchmark with other districts	02/02/06	02/02/06			
4.3 Define desired standards and levels of service based on local and regional expectations	02/03/06	02/03/06			
4.4 Identify best practice across region and beyond	30/03/06	30/03/06			
DMEG - HAMP sub group meeting					
4.5 Identify organisational constraints and objectives relative to the delivery of services within the TAMP	30/03/06	30/03/06			
4.5a Identify levels of service for the future - Identify and benchmark customer engagement practices to determine expectations that will assist with setting future delivery of the levels of service	25/05/06	25/05/06			

Goal - To produce Merseyside HAMP / TAMP document for use by Merseyside districts by end of 2006

Action	Target	Revised Date	Date Action Completed	TRACKER POSITION
		Read Me	Read Me	Read Me
4.6 Undertake a GAP analysis on level of services	22/06/06	22/06/06		
4.6a Define levels of service for the plan across the region highlighting regional variances	20/07/06	20/07/06		
5.0 Option Identification				
5.1 Performance Gaps				
5.1a Identify goals, objectives and range of implementation options for the plan	22/06/05	22/06/05		
5.1b benchmark budgets and allocations to services and assets	22/06/05	22/06/05		
5.1c Identify gaps in service options that can be delivered based on budgets	22/06/05	22/06/05		
5.1d identify desired supporting performance indicators that will effectively monitor and measure the levels of service	20/07/06	20/07/06		
5.1e identify gaps in performance and the reasons for the gaps	20/07/06	20/07/06		

Target (Week Ending): Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

Goal - To produce Merseyside HAMP / TAMP document for use by Merseyside districts by end of 2006

	Action	Target	Revised Date	Date Action Completed	TRACKER POSITION
			Read Me	Read Me	Read Me
5.2	**Levels of Service**				
5.2a	Identify lifecycle options for managing and maintaining the assets (or groups) that will assist in closing gaps in service level performance	17/08/06	17/08/06		
5.3	**Options**				
5.3a	Identify a range of options that can be delivered. Also identify shorcomings and impact on the deterioration /depreciation of the asset(s) if not delivered	14/09/06	14/09/06		
6.0	**Decision Making**				
6.1	identify optimal regimes for operation and maintenance of the network and assets	12/10/06	12/10/06		
6.2	identify required budgets that will deliver various service levels (required, established, optimal regimes and desired / attainable service levels)	12/10/06	12/10/06		
6.3	undertake a risk assessment	12/10/06	12/10/06		
6.4	identify organisational constraints with the decision makign process	12/10/06	12/10/06		

Target (Week Ending): Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec

Goal - To produce Merseyside HAMP / TAMP document for use by Merseyside districts by end of 2006

	Action	Target	Revised Date	Date Action Completed	TRACKER POSITION	Target (Week Ending)																
			Read Me	Read Me	Read Me	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
7.0	**Service Delivery**																					
7.1	Identify forward works programmes for LTP2 and operational delivery relative to asset maintenance requirements from the TAMP process	contin-uous	contin-uous																			
	MDMEG - HAMP sub group meeting																					
7.2	Deliver Asset improvement through physical works in accordance with the plan	contin-uous	contin-uous																			
7.3	Identify and agree processes and procedures that assist in robust delivery of services that maintain the asset(s) to agreed standards	contin-uous	contin-uous																			
8.0	**Reporting and monitoring**																					
8.1	Agree on relevant performance measures and standards based on objectives of the plan	09/11/06	09/11/06																			
8.2	Measure performance of the delivery of the plan for continuous improvement purposes (implement improvement plans and actions when required)	09/11/06	09/11/06																			

Goal - To produce Merseyside HAMP / TAMP document for use by Merseyside districts by end of 2006

	Action	Target	Revised Date	Date Action Completed	TRACKER POSITION	Target (Week Ending)																
			Read Me	Read Me	Read Me	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
8.3	agree on review mechanism and identify improvement actions / plan to be reviewed at agreed intervals	09/11/06	09/11/06																			
9.0	**Produce Summary**	07/12/06	07/12/06																			
10.0	**Produce appropriate Appendices**	07/12/06	07/12/06																			
11.0	**Produce references**	07/12/06	07/12/06																			
12.0	**Produce TAMP and present to members for approval and implementation**	21/12/06	21/12/06																			
10.0	**Valuation**																					
10.1	Agree breakdown of network and types of road to assess and value	15/12/05	15/12/05	15/12/05	COMP-LETE																	
10.2	Agree network cross sections and construction types to Value	02/02/06	02/02/06																			
10.3	Identify works and schemes for Merseyside valuation unit rates and share average costs	03/03/06	03/03/06																			
10.4	Agree on a set of unit rates for replacement costs	03/03/06	03/03/06																			
10.5	Test the valuation model ??	21/12/06	21/12/06																			

Highway Maintenance

12.10   Highway maintenance is a key issue across Merseyside. Over the last five years, the condition of the roads has stabilised but there is still a considerable backlog of maintenance work which needs to be addressed. There are emerging concerns over the condition of the footway network and Merseyside did see a significant rise in the number of tripping claims, but there is evidence that this has been addressed through the introduction of inspection codes of practice and more robust inspection regimes.

12.11   Highway deterioration is a key factor through the area, with all Authorities having individual needs, which will be addressed through their own Asset Management Plans. However, there will be a close correlation across Merseyside on overall highway maintenance strategies.

12.12   The condition of carriageways and footways is a matter of concern not just for motorists but also for cyclists, pedestrians and bus passengers. It is essential that robust procedures, including condition surveys, are in place to identify and react to defects on the highway. Appropriate maintenance work must be undertaken before conditions are allowed to deteriorate and more extensive, costly and disruptive repairs are required.

Current Situation

12.13   Through our first LTP, it was intended that all capital maintenance funding would be directed towards improving the condition of the Principal Road network. The strategy was to ensure that at the end of a 10 year period, all Principal Roads would have some residual life, and capital funding was directed at ensuring that progress would be made towards achieving that target.

12.14   Following 2001, the DfT advised that this funding could be directed towards the Non-Principal Road network. The Merseyside Authorities re-directed some of their allocations from Principal to Non-Principal Roads. As a result it is now unlikely that we will achieve the objective of ensuring all Principal Roads have some residual life at the end of the ten year plan period.

12.15   Over the last two years, the majority of the trunk roads in Merseyside have been de-trunked and the responsibilities for their management and maintenance has been transferred to the Merseyside Authorities. The exception to this is Dunningsbridge Road in Sefton which is deemed to be a strategic route between the motorway network and the Port of Liverpool at Seaforth and has remained a trunk road (see also Chapter 7).

12.16 Until March 2007, the Merseyside Authorities will receive a special grant to manage and maintain the former trunk roads but from this date the grant will cease and the Authorities will have to undertake this function from their FSS allocation. There is uncertainty as to whether the level of funding will be sufficient to maintain these former trunk road to the high standards commensurate with their status in the highway network.

Delivering Highway Maintenance

12.17 The Merseyside Authorities deliver highway maintenance based on:
- Well maintained highways – A Merseyside Code of Practice of Maintenance Management.
- Deflectograph - Although this measures residual life of carriageway pavements but this method is now used infrequently and does not feature in Best Value Performance Indicators (BVPI).
- SCRIM – This measures skid resistance of the carriageway and identifies sections which require attention to restore the skid resistance.
- CVI – These are driven inspections which identify defects in carriageways.
- DVI – These are walked inspections carried out on footways and carriageways and pick up more details than CVI's. The survey information is converted to a condition indicator which is used for the production of several BVPI's.
- SCANNER - These are machine condition surveys which measures, by means of a laser, defined sets of defects in the surface of the carriageway. SCANNER will be the prime method of obtaining BVPIs over the next few years.
- Routine Inspections – These are generally walked inspections carried out in accordance with "Well maintained highways". These inspections form the basis of Highway Authorities defence under Section 58 of the Highway Act 1980, against claims for damages for non-repair of the highway.
- Insurance Claims – By analysing insurance claims, highway maintenance can be targeted at areas where high numbers of claims originate.
- Ensuring road condition is maintained to a high standard, so that the proportion requiring maintenance in any future year is held at an optimum level.

Integration with other Programme Areas

12.18 We develop our highway maintenance policies and programmes by considering and incorporating a wide range of strategies which influence how schemes are delivered. The following are all considered in determining the Authorities' maintenance regimes. They support the objectives and targets for this Plan and in particular the safe and efficient operation of the integrated network **described in Chapter 6**.

Best Practice: Traffic Management Act

All works on the highway are co-ordinated through each Local Authority's Traffic Manager to ensure minimum disruption to traffic on the highway network. Where it is likely that a scheme will affect adjoining authorities, consultation is carried out with the appropriate Traffic Manager. For example, in 2005/6 extensive resurfacing of the A580 East Lancashire Road (a former Trunk Road) has been carried out. The scheme comprises 6km of carriageway resurfacing with part of the works in Knowsley and part in St Helens. The works were co-ordinated to ensure minimum disruption to traffic and also to ensure consistency of design standards for both sections of the scheme.

Public Transport Routes

12.19   A well maintained highway network makes a significant contribution to the efficient and effective operation of the public transport network as well as the quality of the journey. In partnership with Merseytravel, transport related highway improvements, including bus lanes, access kerbs, bus boarders, tactile paving and traffic signals, have been constructed and these require an effective inspection and maintenance regime.

12.20   Clear markings and a high standard of maintenance is required to ensure that bus lanes are safe and easy to use by buses.

Freight Routes

12.21   It is essential that the freight network is maintained to a high standard, given the volumes of traffic, sizes and weights of vehicles which use these routes. Abnormal load routes have also been identified across Merseyside and appropriate maintenance work is undertaken on these routes.

Cycle Routes

12.22   Recreational cycling and cycling to work and school are being actively promoted within this LTP via a revised cycling strategy. Well maintained cycle routes, both on-street and off-street, encourage cycling in a safer environment.

Footpath Routes

12.23   Different standards of maintenance are applied to footpath routes dependent on their importance and location. Approximately 80% of tripping claims arise from flagged footways which only comprise about 20% of the total footway network. There will be close integration with the Pedestrian strategy and our Rights of Way proposals.

Road Safety

12.24   Accident statistics are regularly reviewed to identify contributory factors which could be improved through appropriate maintenance (**see Chapter 10**).

Meeting the Needs of the Disabled

12.25   The Merseyside Authorities have produced a Code of Practice which identifies how provision should be made for disabled people using the highway network. Measures include the provision of dropped kerbs, tactile surfaces at junctions, avoidance of street furniture clutter, and ensuring footway routes are convenient and easy to use by pedestrians (**see also Chapter 6**).

Schools

12.26   Maintenance regimes are integrated with TravelWise to assist Travel Plans in schools across Merseyside. Initiatives include provision of improved footway routes, measures to help pedestrians cross roads, traffic calming, signs on footways and improved cycling facilities.

Environment

12.27   The more significant maintenance schemes often incorporate elements of landscaping which compliment the character of the local area. This can include the planting of trees, shrubs and wild flowers. On high speed roads and in locations where noise has been identified as a problem, the use of low noise surfacing, generally proprietary stone mastic asphalt is used to reduce noise levels and reduce the levels of spray (**see Chapter 11**).

Recycling

12.28   Each proposed scheme is carefully evaluated to determine which materials can be retained and incorporated into the works and which materials should be recycled. Careful design is paramount in ensuring a cost efficient solution. All construction materials, including kerbs, flags and road pavements, which are excavated on maintenance contracts, are recycled off site for re-use on highway schemes. The requirements for fill and sub-base are met by using recycled materials.

12.29   Base and binder course materials comprise a significant amount of recycled road material. The Merseyside Authorities and Merseyside Laboratories are working closely with the construction industry to develop innovative ways of incorporating recycled materials into highway schemes. (**See Chapter 11**).

Effective Delivery

12.30   In delivering our programme, Partnerships and consultation are essential.
- Partnership Arrangements with the private sector include: Liverpool City Council has entered into a 10 year partnership arrangement with Enterprise PLC. This partnership arrangement was introduced following a Best Value review of street based services in 2001 including the delivery of its maintenance functions.
- The use of the Laboratory (MELS) for the provision of road weather forecasting provided by PA Weather Centre, and the maintenance of the hardware and software for monitoring the winter forecasts with Vaisala TMI Ltd.
- Investigating whether there are any benefits for joint working to provide maintenance services across Merseyside.

Consultation & Satisfaction Surveys.

12.31   • Prior to the commencement of any maintenance works, consultation with the public is undertaken to ensure that they are aware of the extent and duration of the works. Following completion of maintenance schemes, satisfaction surveys are undertaken to verify if there are any lessons to be learned from the scheme.

Liaising with Local Businesses.

12.32   • Whenever works are likely to impact on local businesses, consultation is undertaken to minimise the disruption which is likely to be caused. This may result in alternative working practices, including weekend and overnight working. There is a clear link within the role of Traffic Managers.

Working with Transport Providers

12.33   • Liaison with the transport providers is undertaken to ensure minimal disruption to services.

12.34   All the Merseyside districts identify and share best practice resulting from their individual maintenance operations delivered across the districts through the Merseyside District Maintenance Engineers Group (MDEG).

Efficiency Savings

12.35   We are complying with the requirement to make 2% yearly savings in accordance with Gershon principles. Examples of the way these savings are being made include:-

Cashable Savings

12.36   The five Merseyside local authorities have worked together to procure joint contracts, thus producing economies of scale, and certainty for suppliers and contractors. These include:-
   • A joint contract to provide weather forecast information. This contract valued at £27,500 per annum, will save approximately £5,000 per annum for the Merseyside Authorities.
   • A joint contract to provide hardware and software for weather prediction. Each Authority will contribute about £9,500 per annum, a saving of £2,000 per annum.
   • The five Councils are jointly procuring the provision of highway condition surveys and will shortly award the contract, following completion of O.J.E.U. procedures. A significant saving, through following this joint approach, is expected.

12.37   Many of the construction contracts being carried out in Merseyside embody the partnering principles put forward by Egan and Leythan. Generally these incorporate a target price. If actual costs outturn at less than the target cost, there has been gain share for the Contractor and the Local Authority. On one particular partnering contract, over £300,000 was returned to the client as gain share. This was re-invested by carrying out additional works.

12.38   The high level of highway tripping claims has led many Authorities to consider looking at how these could be reduced.

Best Practice: Highway Inspection

In St. Helens a "Code of Practice for Highway Inspection" was introduced together with comprehensive training for Highway Inspectors. The code is clear and unambiguous and enables any claim against the Authority to be defended in Court. Since the introduction of the Code of Practice highway claims for tripping have showed a significant decrease. The insurance premium for 2006/07 has fallen from £900000 to £620000 – a Gershon cashable saving of £280000 which has been reinvested in highway maintenance.

12.39   Several term maintenance contracts have been re-negotiated without an increase in rates leading to savings for the Local Authorities.

Non-Cashable Savings

12.40   We have been targeting accident reduction in order to improve road safety. This was described in Chapter 10. In St. Helens the killed and seriously injured figure of 104 (1994-98 average yearly figure) was reduced to 74 in 2005 – a reduction of 30 killed and serious injured. This equates to a non-cashable Gershon saving of almost £10m for 2005 when compared with the 1994-1998 figures.

12.41   Extensive use of partnering contracts has led to a greater amount of pre-contract planning, and a better, more co-ordinated approach, leading to reduced disruption to businesses and pedestrian and vehicular traffic. In a town centre refurbishment contract, the work was undertaken after extensive consultation with shopkeepers and businesses in the town centre. Works across entrances to shops was carried out after these had closed in the evening. Turnover in shops was not affected by the works saving an estimated £500,000 in potential lost revenue.

12.42   Co-ordination between neighbouring Authorities has led to a reduction to the delay and disruption which can be caused to vehicular traffic. As an example a major re-surfacing scheme on the A580, carried out in separate contracts by St. Helens and Knowsley was co-ordinated to minimise disruption. Delay was significantly reduced, saving almost £1m when compared with undertaking the contracts separately.

5 Year Programme

- Produce asset managements plans for the maintenance of highways and to ensure that carriageways and footways are maintained to prescribed standards.
- Ensure that maintenance regimes continue to be implemented in ways that bring the greatest benefit to other programme areas.
- Recognise in particular the importance that highway maintenance can contribute to road safety and to ensure that schemes are designed to help reduce road casualties.
- Ensure that the inspection of highways is carried out in accordance with recommended standards, enabling a robust defence against highway claims.
- Ensure that all material excavated as part of maintenance works is recycled and that all material used in highway maintenance schemes incorporates as much recycled material as possible.
- Build and develop existing partnership with Local Authorities and the private sector to ensure that cost-effective highway maintenance is provided effectively for the benefit of the community in Merseyside.

Addressing the Shared Priorities

Making the best use of our resources and ensuring robust asset management are essential to the shared priorities.
- It addresses congestion by helping to keep the roads free flowing;
- In so doing it assists air quality and addresses noise, bio-diversity and sustainable procurement;
- Well maintained assets are essential for the Access Plan by providing a safe and pleasant pedestrian and footway environment and well maintained roads and appropriate treatments have a real impact on road safety.

Introduction

12.43   It is recognised that improved street lighting saves money through reductions in crime and road traffic accidents whilst creating a quality environment for the community. It is a critical supporting element to our pedestrian and cycling proposals particularly in relation to the Access Plan, the reduction in road traffic accidents and in improving quality of life.

12.44   In general, the standard of street lighting maintenance across the Merseyside Region is to a high standard that ensures as far as possible safe, economic, effective and reliable operation, to meet the Government's ten-year Transport Plan 2010 target to eliminate the backlog of outstanding structural maintenance it is proposed to implement a planned replacement programme, based on the age profile submitted to the DfT, to address the outstanding number of existing stock in excess of 30 years old. The advantages of replacing ageing columns with modern technology ensures that each installation is mechanically and electrically safe, requiring less maintenance being both energy efficient and vandal resistant whilst avoiding light pollution.

Promoting Best Practice

12.45   The Merseyside Lighting Engineers Group is producing a Strategy Document with the aim of examining key street lighting activities carried out across the Region, to compare current practice, and produce a recommended best practice for each activity under review.

12.46   The Strategy is designed to improve the Regions ability to deliver cost effective lighting to promote security and reduce road traffic accidents. It also clearly sets out the importance of street lighting to supporting other programme areas, and operating to the highest standards of environmental probity.

12.47   The Strat–E-Gis system will be used to allow effective cross referencing of priority areas and street lighting. **More detailed information is provided in Chapter 14**.

12.48   Our aim is to strike a balance between achieving cost effective, lighting schemes, to satisfy commitments to the environment, whilst ensuring that we conform to existing best practice, design parameters to ensure the night-time safety of road users and the residents of Merseyside. It is likely that we will adopt a common standard for rural areas.

12.49 Improved street lighting should be considered as a potential strategy in any crime reduction programme in co-ordination with other intervention strategies. Depending on the analysis of the crime problem, improved street lighting could often be implemented as a feasible, inexpensive and effective method of reducing crime.

12.50 The group is committed to pursuing greater links with Merseyside Police and CDRPs to ensure that lighting improvement strategies reflect the needs of the community at large in relation to reducing the fear of crime.

12.51 There are therefore also strong links to the TravelSafe initiative particularly in terms of linking street lighting to public transport hubs and creating safe routes. Further development with for example the HMRI initiative (**described in Chapter 9**) is being examined.

12.52 In recent years there has been growing recognition that excessive, poorly designed and badly aimed lighting may have adverse effects. Glare from excessively bright or poorly aimed lights causes dazzle, with safety implications for motorists and pedestrians, particularly the elderly.

12.53 Figure 12.2 sets out our street lighting action plan.

Figure 12-2: Street Lighting: Five Year Programme

Topic	Task	Objective	Targets & Trajectories	Links to LTP	Strategic Partners	Timespan
Street Lighting Network Management: **Cross Boundary Strategy Policy**	Production of a Policy Document with a common purpose in mind examining the key Street Lighting maintenance activities carried out across the Region.	Compare current practice and produce a recommended best practice policy for each activity identified for review.	Cost effective reactive / planned preventative maintenance.	Value for Money Sustainability	Lighting Authorities MDEG DfT	Outline Scope 6 months Policy Document 18 months
Street Lighting Design: **Cross Boundary Strategy Policy**	Production of a cross boundary Policy Document outlining Merseyside's street lighting design policy.	Assess the impact that new European Standard BSEN13201 will have on existing design principles.	Cost effective, lighting schemes to satisfy our commitment to the Environment. Whilst ensuring conformity to existing best practice design parameters.	Crime & Disorder Environment Road Safety Safe & Attractive Neighbourhoods (Street Clutter) Regeneration	Lighting Authorities Environmental TG Road Safety TG Access TG	Initial Assessment 3 months Policy Document 12 months

Topic	Task	Objective	Targets & Trajectories	Links to LTP	Strategic Partners	Timespan
Crime & Disorder	Develop improved links with Police and Safer Community initiative's carried out across the Region.	To ensure that future lighting improvement strategies reflect the needs of the community at large by targeting identified crime hot spots.	Evaluate the impact that improved street lighting has on reducing the fear of crime by monitoring detailed night time crime data analysis.	Crime & Disorder At Risk Groups Strategic Routes Quality of Life	Police Safer Communities MerseyTravel MIS	6 months
Light Pollution	Production of a cross boundary Policy Document outlining Merseyside's policy in relation to the Global problem of light pollution.	To ensure that all new & replacement street lighting schemes installed consider the impact of light pollution during the initial planning stage.	Planned long term reduction of light pollution.	Environment Quality of Life Procurement	Environmental TG	12 months
Replacement / Refurbishment Street Lighting Scheme Prioritisation	Production of standardised scheme assessment scoring methodology.	Scheme prioritisations rating to ensure that a wide scope of factors is included for consideration during the scheme selection process.	Effective scheme selection with budget limitations.	Crime & Disorder Environment Road Safety Strategic Routes At Risk Groups Regeneration	Environmental TG Road Safety TG Access TG MerseyTravel Travelwise Group MIS	? months

Topic	Task	Objective	Targets & Trajectories	Links to LTP	Strategic Partners	Timespan
Energy Procurement	Alignment of existing energy agreements.	Explore further the possible benefits of forming a Regional best value – risk acceptance pricing procurement strategy.	Maximise the benefits of aggregate purchase.	Value for Money Procurement	Lighting Authorities MDEG	? months
Alternative Funding Streams	Cross Boundary initiative to explore alternative match funding streams.	Further utilise existing Central Government / European & third party funding streams to assist in delivering future street lighting replacement / refurbishment programmes.	Maximise potential to replace inadequate street lighting stock within limited budget confines.	Value for Money Procurement	Lighting Authorities MDEG	? months
Removal of Street Clutter	Meeting the requirements of Phase 3 of the Disabled Discrimination Act.	To ensure that newly installed street lighting columns and associated equipment were at all possible do not prohibit access.	Limit the number of street lighting columns required to meet design standards ensuring were at all possible columns are sited to the rear of footways.	Road Safety Public Safety	Access TG	On going

Topic	Task	Objective	Targets & Trajectories	Links to LTP	Strategic Partners	Timespan
Stakeholder Consultation	Cross boundary stakeholder consultation exercise.	Agree format of questionnaire associated costs. Determine research value measured against long term objectives.	Align future street lighting strategy with the needs of the community at large.	Crime & Disorder Environment Road Safety At Risk Groups	Environmental TG Road Safety TG Access TG MerseyTravel Travelwise Group MIS	? months
Research Objectives	Instigate a number of high profile street lighting related research projects.	Agree research brief, and associated costs Determine research value measured against long term objectives.	Assist in establishing, best practice maintenance and design based principles.	Value for Money Procurement Sustainability Environment	Lighting Authorities MDEG HA Environmental TG MIS Merseyside Labs	? months
Sharing Resources	Explore the possibility of greater cross boundary resource / knowledge based working arrangements.	Identify areas were cross boundary initiatives will benefit each Authority, Stakeholders and the wider community without affecting each Authorities sovereignty.	Establish cross boundary initiatives relating to training, bulk procurement and specialised work programmes resulting in cost savings and greater buying power.	Value for Money Procurement	Lighting Authorities MDEG	? months

Topic	Task	Objective	Targets & Trajectories	Links to LTP	Strategic Partners	Timespan
Recycling	Develop a cross boundary recycling initiative.	Identify redundant equipment that can be salvaged or recycled and target manufacturers that can demonstrate that they produce environmentally friendly products.	Ensure, were cost effective and practicable all redundant equipment is recycled or salvaged for re-use and that all new equipment specified is recyclable.	Environment Recycling Sustainability	Environmental TG	? months
Asset Management	Develop a cross boundary street lighting Asset Management Plan	Identify key data sets, collect inventory and populate database compatible with each Authorities Highway Management System	Ensure that all street lighting columns and associated equipment is included within database and maintained accordingly.	Value for Money Asset Management Sustainability	MDEG – Asset Management Sub Group	? months
Renewable Energy	Instigate a number of cross boundary trial installations utilising renewable energy sources.	Agree extent of trial, brief and associated costs prior to implementation. Agree reporting methodology to monitor design life cost savings against installation / maintenance costs.	Produce report detailing potential savings and environmental benefits to assist in determining future strategy.	Innovation Environment Sustainability	Environmental TG	? months

Topic	Task	Objective	Targets & Trajectories	Links to LTP	Strategic Partners	Timespan
Lamp Technology	Review current light sources technology available for use within street lighting applications.	Share experience / knowledge base to determine effective approach to future strategy.	Following review, ensure, were cost effective and practicable new lamp technology is utilised.	Innovation Environment Crime & Disorder Sustainability	Environmental TG Road Safety TG Access TG MerseyTravel Travelwise Group MIS	? months
Electronic Ballasts	Review current electronic ballast technology available for use within street lighting applications.	Share experience / knowledge base to determine effective approach to future strategy.	Following review, were cost effective and practicable new electronic ballast technology is utilised.	Innovation Environment Sustainability	Environmental TG	? months
Tele-management	Instigate a number of cross boundary trial installations utilising telemanagement systems currently available.	Agree extent of trial, brief and associated costs. Agree reporting methodology to monitor design life cost savings against installation / maintenance costs.	Produce report detailing potential benefits and long term cost savings to assist in determining future strategy.	Innovation Value for Money Sustainability Environment	Environmental TG	? months
Column Structural Assessment	Evaluate effectiveness of current structural testing methods available.	Agree on standard method of structural testing and instigate cross boundary planned test programme.	Carry out agreed structural testing on agreed % of ageing column stock per year.	Innovation Value for Money Sustainability	?	? months

Topic	Task	Objective	Targets & Trajectories	Links to LTP	Strategic Partners	Timespan
Alternative Column Materials	Review column materials available for use within street lighting applications.	Share experience / knowledge base to determine effective approach to future strategy.	Following review, ensure, were cost effective and practicable new materials are utilised.	Innovation Environment Sustainability	Environmental TG	? months
Performance Indicators / Benchmarking	Agree minimum of three local performance indicators to forward as part of Annual Progress Report as well as the two national Indicators. Establish localised bench marking group.	Define local performance indicators and measurement Criteria	To be agreed?	Value for Money	MDEG MIS	? months

Bridge Maintenance

Introduction

12.54   The condition of bridges across Merseyside can determine the role of routes. It is essential, for environmental and economic reasons, that identified public transport and freight routes in particular are able to be used for their purpose. It is also essential to maintain the condition of other high capacity routes to prevent traffic being diverted to less suitable routes, in particular through residential areas. Integration of the bridges programme is an essential part of the Road User Hierarchy (RUH, described in Chapter 6).

Current Situation

12.55   The main focus during the lifetime of LTP1 has been assessment of Network Rail bridges. Progress on this work has been slow, largely due to Network Rail procedures related to this work. However, subject to no more significant delays this work will be substantially completed by summer 2006. The focus is now turning to undertaking BE4 assessments on those rail bridges that have failed the assessment to determine responsibility for funding of strengthening works, and feasibility studies to determine the most appropriate means for strengthening the bridges, taking into account costs and disruption during the works.

12.56   All other highway supporting structures, including retaining walls and cellars, have now been located and assessments are well under way to identify any such structures that show any signs of distress.

12.57   The previous policy objectives have been reviewed and updated. They reflect current circumstances and are as follows:

- The inspection of all Council owned highway structures to ensure their safety for users of the highway, including as a minimum, a General Inspection every two years and a Principal Inspection every six years. Inspections to include for the establishment of a Bridge Condition Indicator (BCI) for each bridge.
- Strengthen weak highway supporting structures on Primary and Strategic routes and those weak highway supporting structures on other roads where there are no suitable alternative routes for restricted vehicles, or the route is of local importance and the introduction of a permanent weight restriction would have implications for local businesses, public transport or restrict economic growth.
- Identify and prioritise programmes of structural maintenance works based on the findings of the bridge inspections and the associated Bridge Condition Indicators. Priority will be given to those schemes where if left the BCI would fall significantly. Account will also be taken of the road hierarchy in order to maintain structures to an appropriate standard based on its role within the network.
- Assess compliance of footbridges and subways with the requirements of the Disability Discrimination Act and implement reasonable measures to address areas of non-conformance.
- Introduce best practice for the management of bridges in line with the County Surveyors Society Code of Practice for Bridge Management introduced in September 2005.
- Introduce a Highway Structures Asset Management System by March 2008.

Bridge Condition Indicators

12.58   Consultants were commissioned by the Highways Agency and County Surveyors Society to develop performance measures for highway structures. The draft procedures are being utilised throughout Merseyside for bridge inspections undertaken in 2005/06 in order to establish a base line position prior to the formal introduction of the procedures.

12.59   Average bridge condition indicators for each of the Merseyside districts will be monitored and work prioritised to eliminate any significant variance in average BCI's across the districts.

Bridge Strengthening

12.60   Strengthening of weak Council-owned bridges on primary and strategic routes has been completed. However, work on the strengthening of Network Rail-owned bridges has been slow with only a handful of schemes completed across Merseyside. As there is now a much clearer understanding of the bridges that require strengthening, the cost of strengthening work and the proportion of costs to be borne by the local authorities, it has now been possible to agree a draft programme for the strengthening of these bridges with Network Rail. As track possessions for major routes often have to be booked twelve months in advance, it is important funding commitments for these works are agreed at the earliest opportunity.

12.61   Prioritisation of strengthening schemes will to a large extent be dictated by who is funding the works and the impact on the highway network until strengthening works are undertaken. However, account will also be taken of the impact on other programme areas such as public transport routes, freight routes, environment and the Traffic Management Act. This will be a key element for the Traffic Managers in exercising their NMD.

Bidston Moss Viaduct

12.62   Bidston Moss Viaduct is a 730-metre long steel box girder bridge forming part of the Merseyside Strategic Freight Network. It carries the M53 and the Kingsway Wallasey Tunnel Approach road over the A554 roundabout and over the New Brighton Railway line. The structure also carries the A5139 Docks Link North and South slip roads that take traffic to and from the Birkenhead Docks and Twelve Quays Ferry Terminal. These roads form part of the Wirral PRN and consequently this structure has a vital role in the local and regional transport infrastructure.

12.63   The viaduct was opened in 1971 and now carries over 50,000 vehicles daily including over 3,000 heavy goods vehicles. The viaduct is jointly owned by the Highways Agency, Wirral Borough Council and the Merseyside Passenger Transport Authority. The approximate ownership ratios (in terms of surface area of the structure) being 45%, 35% and 20% respectively.

12.64   The viaduct was strengthened in 1995 and again in 1999 to meet the standards required for new legislation allowing heavier vehicles of up to 40 Tonnes onto UK roads. During these works several defects were identified and, in 2000, parts of the structure were subject to weight and lane restrictions to help reduce the traffic loading effects.

12.65   Since then, the Highways Agency has taken the lead role in determining the strategy for the interim management of the viaduct, and for the development and procurement of any necessary repair works. Rigorous and comprehensive assessment has been undertaken, and options for the future of the structure are now being considered in terms of best value and life-cycle cost.

12.66   In January 2005, following an interim report on the viaduct's current assessed capacity, a 3-Tonne weight restriction was introduced on the main M53 / Tunnel Approach section and all HGVs diverted via the Docks Links following some emergency strengthening works to the slip road sections.

12.67   It is hoped that the preferred permanent improvement option for the structure will be determined by the end of 2007, enabling the partners to identify timescales and preliminary cost estimates. In the meantime interim strengthening work is being carried out so that HGVs can be returned to one lane of the main viaduct and the current 3-Tonne restriction removed.

12.68   Permanent insitu-strengthening could commence as early as 2008/09, subject to funding availability, whilst construction of an off-line replacement option would be unlikely to commence prior to 2012.

12.69   Whichever permanent option is adopted, the Highways Agency have indicated that their share of the works will be funded from their Structures Renewal Programme.

12.70   The funding contribution from Wirral Borough Council is likely to be significant and the necessary bids will be made through the appropriate LTP processes in due course.

5 Year Programme

The use of Bridge Condition Indicators (BCI) across Merseyside to enable the programme to be reviewed in order to deliver best value within the funding available.
- Improve the average BCI for Merseyside and bring the average condition of bridges in each district to a similar level.
- Prioritisation of strengthening schemes taking account of funding partners.
- Assess the impact on the highway network until strengthening works are undertaken.
- Take account of the impact on other programme areas such as public transport routes, freight routes, environment and the Traffic Management Act in determining priorities.
- Audits undertaken to ensure compliance of subways and footbridges with the requirements of the Disability Discrimination Act.

Addressing the Shared Priorities

12.71   Well maintained bridges as part of the RUH will;
- Assist with congestion by keeping all main routes open and operating efficiently, and, in so doing reduce emissions.
- For the Access Plan by ensuring bridges do not contribute to community severance or present barriers to those with disabilities.
- Be essential to ensure safety for all users.

Chapter 13:
The Five-Year action plan

The Merseyside 5 Year Capital Programme

Introduction

13.1 In this chapter we set out in detail our investment programme for the next five years. Chapter Five has described the LTP delivery framework, outlining the positive interventions through which we intend to achieve the Plan's strategy and objectives in support of the national, local and regional strategies.

Programme Prioritisation

13.2 Funding for the programme will come from the Integrated Transport Block allocation, and the Highways and Structures Maintenance Block allocation. External funding from developers and Objective 1, is also built in where there is a real expectation that this funding will be forthcoming.

13.3 We were disappointed by the 2006/07 planning guideline figure. Nevertheless we have undertaken an extensive review of our programmes not only in the light of the reduced settlement, but also to ensure that the programmes are properly framed to meet the objectives and targets of the LTP.

13.4 In undertaking this exercise designed to ensure the correct 'investment programme' we have been concerned to highlight a number of issues. Principally, in relation to aligning investment to targets there are two issues:
(a) levels of commitment flowing through from the first LTP; and
(b) the level of necessary spend in areas that do not necessarily have an impact on targets.

13.5 In an attempt to understand the ability of the interventions being proposed in our programme to assist in achieving the targets that are being set, all schemes or blocks of work included in the programme have been scored to reflect their ability to affect each of the 34 indicators for which specific and measurable targets have been set. This was described in Chapter Five.

Additional Investment

13.6   There is a good record of investment in the transport network in Merseyside, from a variety of non-transport sources. In LTP1 these included Objective One, Merseyside Health Action Zone and SRB.

13.7   It is hoped that the clear direction of the second LTP in support of the wider Merseyside agenda will provide further opportunities for such funding. At the present time however, the extent of this is not clear. No decision has yet been taken on the shape and content of the next European funding programme, whilst initiatives such as HMRI appear to be looking to LTP as a source of funding rather than through any shared or matched arrangement.

13.8   Nevertheless, some additional funding is beginning to emerge. Most noticeably, £3m has been secured by Merseytravel from the Objective One programme to support the Access Plan. Some funding has been secured from Wirral NRF to expand Neighbourhood Travel Co-ordinators, whilst funding may be available from Liverpool WRP to secure additional cycling facilities. Discussions with Directors of Public Health are ongoing about possible linked projects between TravelWise (cycling and walking) and the Choosing Health Agenda.

13.9   In order to demonstrate how the schemes, or blocks of schemes in the programme relate to the LTP policies and the Government/LGA Shared Priorities, and how they fit with local strategies, the programme has been set out under the six LTP objectives described in Chapter 5.

13.10   There is also a Forward Planning 'strand' which includes advance design work and studies. This also includes essential consultation and monitoring undertaken as joint working by the partners.

13.11   Our detailed finance tables are set out in Appendix Fifteen.

Fig 13.1 Countywide Programme

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
1. Supporting Regeneration													
1.1 Improve Access to SIAs													
Eastern Approaches (Edge Ln Dr)-SIA	L	400	4100	350	0	0	0	0	0	0	0	750	4100
Approach A580 - SIA	L	150	0	0	0	0	0	0	0	0	0	150	0
A565 Atlantic Avenue	L	130	0	0	0	0	0	0	0	0	0	130	0
Jericho Lane Junction Imp	L	0	0	0	0	0	0	100	0	0	0	100	0
Speke - Halewood (Southern Corridor)	L	15	0	0	0	50	0	0	0	0	0	65	0
Rail Freight / Docklands (WW)	W	0	750	250	600	0	200	0	300	0	500	250	2350
New Brighton Regeneration (SIT)	W	0	200	0	500	0	300	0	0	0	0	0	1000
Wirral Int Business Pk Ph1 D (WW)	W	0	700	0	0	0	0	0	0	0	0	0	700
M62/A570, Rainhill Stoops -SIA	H	400	570	0	0	0	0	0	0	0	0	400	570
A570 /Elton Head Road Junction	H	0	0	30	90	0	0	0	0	0	0	30	90
Prescot SIA	K	43	0	150	100	0	0	100	0	143	0	436	100
Halewood SIA	K	0	117	0	0	0	0	0	0	0	0	0	117
		1138	6437	780	1290	50	500	200	300	143	500	2311	9027

1. Supporting Regeneration

1.2 Strategic Access Improvements

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
Park Road /Mill Street	L	368	0	0	0	0	0	0	0	0	0	368	0
Hall Lane (Minor Works)	L	100	0	0	0	0	0	0	0	0	0	100	0
Rail Port Access - Olive Mount	L	198	0	198	0	0	0	0	0	0	0	396	0
Gorsey Lane /Dock Road Junction	W	250	0	10	0	0	0	0	0	0	0	260	0
S.Massie Route Imps - Ph 2	W	18	0	0	0	0	0	0	0	0	0	18	0
S.Massie Route Imps - Ph 4	W	250	0	270	0	250	0	200	0	115	0	1085	0
Rail Port Access - Olive Mount	W	0	0	100	0	0	0	0	0	0	0	100	0
Southport Business Park Link	S	0	0	0	0	0	0	0	0	200	0	200	0
Port Access, Managemnt & Mitigation	S	25	0	25	0	100	0	100	0	0	0	250	0
Rail Port Access - Olive Mount	S	85	0	85	0	85	0	0	0	0	0	255	0
Haydock Industrial Estate Access Rd	H	10	0	0	0	0	0	0	0	0	0	10	0
A49 /Penny Lane Junction Imp.	H	0	0	0	0	0	0	0	0	55	100	55	100
A570 /Duke Street Improvement	H	0	0	0	0	0	0	130	0	370	0	500	0
A58 /A570 Linkway Improvements	H	0	0	0	0	250	150	250	150	0	0	500	300
Rail Port Access - Olive Mount	H	58	0	58	0	0	0	0	0	0	0	116	0
Rail Port Access - Olive Mount	K	59	0	0	0	0	0	0	0	0	0	59	0
Rail Port Access - Olive Mount	M	500	0	0	0	0	0	0	0	0	0	500	0
		1921	0	746	0	685	150	680	150	740	100	4772	400

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
1. Supporting Regeneration													
1.3 City Centre Movement Strategy													
City Centre Movement Strategy (SIA)	L	1700	5175	1620	6230	1763	5537	1600	5850	1672	0	8355	22792
Big Dig	L	50	0	0	0	0	0	0	0	0	0	50	0
Programme Liverpool	L	75	0	0	0	0	0	0	0	0	0	75	0
Bus Infrastructure	M	2035	52	1739	333	420	0	879	0	1528	0	6601	385
Underground Rail Station Works	M	0	600	350	165	350	263	0	0	0	0	700	1028
Lime Street Station Works	M	1064	0	0	0	0	0	435	0	0	0	1499	0
		4924	5827	3709	6728	2533	5800	2914	5850	3200	0	17280	24268
1.4 Access Improvements (Centres)													
Birkenhead TC Strategic Imps (WW)	W	50	0	60	0	200	500	200	150	250	500	760	1150
Hind St. Regeneration Zone (WW)	W	0	0	0	0	0	600	0	600	0	0	0	1200
Maghull Town Centre	S	0	0	0	0	0	0	0	0	100	0	100	0
Hall Street /Standish Street Junction	H	0	0	0	150	0	0	0	0	0	0	0	150
Kirkby Town Centre	K	200	0	0	0	0	0	0	0	0	0	200	0
		250	0	60	150	200	1100	200	750	350	500	1060	2500
Objective 1 Total		8233	12264	5295	8168	3468	7550	3994	7050	4433	1100	25423	36132

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
2. Accessibility & Social Inclusion													
2.1 Accessibility Plan Actions													
HMR Local Access Improvements	S	100	0	0	0	100	0	200	0	100	0	500	0
Access to Central Comm Clusters	K	0	0	50	0	152	0	200	0	201	0	603	0
IT Support etc	M	226	826	232	518	239	2011	246	7004	254	4996	1197	15355
Passenger Information	M	894	1106	908	392	710	590	62	238	64	236	2638	2562
Accessibility Plan Measures	M	0	340	0	1315	0	1345	0	0	0	0	0	3000
		1220	2272	1190	2225	1201	3946	708	7242	619	5232	4938	20917
2.2 Community Transport													
Community Transport Support	L	20	0	20	0	20	0	20	0	20	0	100	0
Community Transport Support	W	20	0	20	0	20	0	20	0	20	0	100	0
Community Transport Support	S	20	0	20	0	20	0	20	0	20	0	100	0
Community Transport Support	H	20	0	20	0	20	0	20	0	20	0	100	0
Community Transport Support	K	20	0	20	0	20	0	20	0	20	0	100	0
		100	0	100	0	100	0	100	0	100	0	500	0

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
2. Accessibility & Social Inclusion													
2.3 Ferries													
Seacombe Ferry Terminal	M	0	420	100	190	100	20	0	1200	0	50	200	1880
Woodside Ferry Terminal	M	0	100	0	0	0	1510	0	2500	0	0	0	4110
Pier Head Terminal	M	385	1235	0	0	0	0	0	0	0	0	385	1235
Other Ferry Improvements	M	0	240	0	95	0	130	0	220	0	90	0	775
		385	1995	100	285	100	1660	0	3920	0	140	585	8000
2.4 Bus Accessibility Schemes													
Southport Bus Interchange	S	0	0	0	0	0	0	200	0	0	0	200	0
Kirkby Bus Station	M	200	4200	0	0	0	0	0	0	0	0	200	4200
Kirkby Bus/Rail	M	0	450	0	495	0	0	0	0	0	0	0	945
Corridor D Bus	M	0	0	333	0	500	0	600	0	730	0	2163	0
Corridor F Bus	M	0	0	300	0	200	0	100	0	200	0	800	0
Corridor P Bus	M	0	0	0	0	0	0	0	0	400	0	400	0
Corridor Q Bus	M	0	0	0	400	400	0	105	0	104	0	609	400
		200	4650	633	895	1100	0	1005	0	1434	0	4372	5545

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
2. Accessibility & Social Inclusion													
2.5 Rail Accessibility Schemes													
St Helens Central Station	M	3899	0	648	170	0	0	0	0	0	0	4547	170
Sandhills Rail Station	M	300	1700	614	1859	0	0	0	0	0	0	914	3559
Bootle Oriel Road Station	M	400	1100	1256	0	0	0	0	0	0	0	1656	1100
Southport Rail / Bus Interchange	M	0	594	0	880	874	1691	1535	0	620	0	3029	3165
Rainhill Rail Station	M	0	15	35	0	0	0	0	0	0	0	35	15
Prescot Rail Station	M	0	100	100	500	0	0	0	0	0	0	100	600
Hough Green Rail Station	M	0	15	35	0	0	0	0	0	0	0	35	15
Newton le Willows Rail Station	M	0	100	100	100	1000	2429	0	0	0	0	1100	2629
Hoylake Rail Station	M	300	220	0	0	0	0	0	0	0	0	300	220
Hooton Rail Station	M	0	900	0	0	0	0	0	0	0	0	0	900
Bebington Rail Station	M	0	0	350	0	0	0	0	0	0	0	350	0
St Michaels Rail Station	M	0	0	0	0	0	15	110	110	500	280	610	405
Rock Ferry Rail Station	M	0	0	0	0	0	15	315	0	0	0	315	15
St Helens Junction Station	M	0	0	0	0	0	0	0	15	205	0	205	15
		4889	4744	3138	3509	1874	4150	1960	125	1325	280	13196	12808
Objective 2 Total		6804	13661	5161	6914	4375	9756	3773	11287	3478	5652	23591	47270

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
3. Managing Demand													
3.1 Park & Ride													
Hoylake Park & Ride	W	10	0	0	0	0	0	0	0	0	0	10	0
Other Park & Ride (contribution)	W	0	0	50	0	0	0	0	0	0	0	50	0
Southport Eastern Park & Ride	S	750	0	1264	0	50	0	0	0	0	0	2064	0
Southport Fairways Park & Ride	S	0	0	0	0	0	0	0	0	100	0	100	0
Huyton VC (P & R)	K	0	0	100	0	150	0	0	0	0	0	250	0
Southport Eastern P & R	M	0	350	0	0	0	0	0	0	0	0	0	350
Birkdale P& R	M	50	18	0	0	0	0	0	0	0	0	50	18
Maghull Rail Station P & R	M	200	260	50	0	0	0	0	0	0	0	250	260
Maghull North Rail Station P & R	M	100	0	0	0	0	0	0	0	0	0	100	0
Town Meadow Rail Station P & R	M	100	0	0	0	0	0	0	0	0	0	100	0
Carr Mill Rail Station P & R (new)	M	100	0	0	0	0	0	0	15	285	0	385	15
Garswood Rail Station P & R	M	10	219	50	650	0	171	0	0	0	0	60	1040
Liverpool South Parkway	M	1335	0	0	0	0	0	0	0	0	0	1335	0
Formby Rail Station P & R	M	0	0	0	15	500	0	0	0	0	0	500	15
Blundellsands Rail Station P & R	M	0	0	0	15	235	0	0	0	0	0	235	15
Fazackerley Rail Station P & R	M	0	0	0	15	220	0	500	280	0	0	720	295
Bidston Rail Station P & R	M	0	0	0	0	0	50	450	0	0	0	450	50
Wallasey Grove Rd Station P & R	M	0	0	0	0	0	0	0	215	500	200	500	415
Headbolt Lane P & R	M	0	0	0	1100	0	426	0	2200	0	1200	0	4926

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
3. Managing Demand		2655	847	1514	1795	1155	647	950	2710	885	1400	7159	7399
3.2 Bus Corridor Improvements													
Birkenhead Bus Improvements	W	0	0	0	0	0	0	0	0	100	0	100	0
Corridor S Improvements	W	35	0	100	0	50	0	0	0	0	0	185	0
Corridor T Improvements	W	50	0	100	0	50	0	200	0	0	0	400	0
Corridor V Improvements	W	265	0	0	0	0	0	0	0	0	0	265	0
Renewals	M	0	535	0	150	150	0	0	150	0	150	150	985
Corridor A - Bus Priority	M	0	270	270	0	53	0	0	0	0	0	323	270
Corridor A	M	115	394	76	200	0	0	0	0	0	0	191	594
Corridor Q	M	0	0	0	0	20	0	0	0	0	0	20	0
Corridor J	M	0	0	0	0	552	0	523	0	540	0	1615	0
Corridor D	M	380	150	316	0	477	0	169	565	0	0	1342	715
Corridor E	M	109	0	0	0	0	0	0	0	0	0	109	0
Corridor B	M	272	250	541	1100	420	426	1980	700	834	600	4047	3076
Corridor C	M	0	0	0	77	574	0	314	309	1042	584	1930	970
Corridor H	M	0	330	357	1470	946	900	419	368	521	430	2243	3498
Corridor S	M	54	50	125	175	976	0	1058	0	701	234	2914	459
Corridor F	M	380	610	1082	0	1677	789	1825	1101	2444	0	7408	2500
Corridor P	M	217	200	600	0	589	175	157	148	121	490	1684	1013

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
3. Managing Demand													
3.2 Bus Corridor Improvements (cont)													
Corridor M	M	0	100	508	0	210	255	576	0	521	59	1815	414
Corridor V	M	0	630	1808	0	630	500	733	500	1042	410	4213	2040
Centre 8	M	1413	0	433	0	0	0	0	50	0	52	1846	102
Centre 6	M	57	0	0	53	0	50	53	0	53	1	163	104
		3401	3569	6616	3225	7809	3095	8530	3891	8351	3010	34707	16790
3.3 Rail Improvements													
Infrastructure Improvements	M	1450	220	200	0	400	100	200	300	200	300	2450	920
Up-grades	M	0	0	0	300	0	0	0	0	0	0	0	300
		1450	220	200	300	400	100	200	300	200	300	2450	1220
3.4 Parking Management													
Football Match Parking	L	57	400	122	400	142	0	149	0	157	0	627	800
Outer Zone Controlled Parking	L	88	0	95	0	90	0	100	0	110	0	483	0
Decriminalised Parking Start up	H	0	235	0	235	0	0	0	0	0	0	0	470
		145	635	217	635	232	0	249	0	267	0	1110	1270
Objective 3 Total		7651	5271	8547	5955	9596	3842	9929	6901	6703	4710	45426	26679

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
4. Healthier Communities													
4.1 Walking Improvements													
Controlled Crossing Programme	L	153	0	170	0	230	0	198	0	181	0	932	0
Pedestrian Access General	L	150	0	180	0	201	0	219	0	183	0	933	0
Walking Imps / Dropped Crossings	W	90	50	70	0	70	0	70	0	70	0	370	0
Pedestrian Signals Programme	W	115	0	115	0	115	0	115	0	115	0	575	0
Southport Pedestrian Signage	S	10	80	0	0	0	0	0	0	0	0	10	80
Healthy Travel programme	S	25	25	25	25	25	25	30	30	30	30	135	135
Pedestrian Crossings + Upgrades	S	186	0	130	0	110	0	100	0	100	0	626	0
Local Area Access Improvements	S	0	0	0	0	180	0	180	0	160	0	520	0
Coastal Access Strategy	S	0	0	0	0	30	0	30	0	0	0	60	0
Crosby Water Park/South Road	S	0	0	0	0	0	0	50	0	0	0	50	0
Ped. Crossing Programme	H	130	0	130	0	120	0	130	0	143	0	653	0
Dropped Crossing Programme	H	18	0	20	0	20	0	20	0	20	0	98	0
Other Pedestrian Facilities	H	0	0	0	0	22	0	30	0	30	0	82	0
Walking Measures	K	64	200	125	0	125	0	125	0	125	0	564	200
CCTV at Rail & Bus Stations	M	250	1050	0	500	0	500	0	396	0	0	250	2446
		1191	1405	965	525	1248	525	1297	426	1157	30	5858	2911

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
4. Healthier Communities													
4.2 Cycling Improvements													
Cycling General	L	200	0	220	0	290	0	308	0	288	0	1306	0
Cycling General	W	200	160	200	250	200	0	200	0	200	0	1000	410
South Sefton Canal Corridor	S	0	0	0	0	100	0	0	0	0	0	100	0
Cycling Schemes	S	95	30	50	0	95	0	100	0	100	0	440	30
Cycling Measures	H	124	0	154	0	66	0	132	0	132	0	608	0
Cycling Measures	K	100	0	100	50	100	0	100	0	100	0	500	50
		719	190	724	300	851	0	840	0	820	0	3954	490
4.3 Local Safety Schemes													
Local Safety Schemes	L	838	0	800	0	1000	0	1000	0	1000	0	4638	0
Local Safety Schemes	W	450	0	450	0	450	0	450	0	450	0	2250	0
Local Safety Schemes	S	160	0	160	0	150	0	150	0	150	0	770	0
Local Safety Schemes	H	190	0	180	0	230	0	230	0	230	0	1060	0
A580 /Blindfoot Lane	H	0	100	0	0	0	0	0	0	0	0	0	100
A570 /Bleak Hill Road Junction	H	0	0	50	50	0	0	0	0	0	0	50	50
Local Safety Schemes	K	150	0	150	0	150	0	150	0	150	0	750	0
		1788	100	1790	50	1980	0	1980	0	1980	0	9518	150

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
4. Healthier Communities													
4.4 Street Lighting Imps													
Street Lighting Improvements	L	250	1208	250	1450	250	1523	250	1599	250	1679	1250	7459
Street Lighting Improvements	W	40	460	40	400	40	400	40	400	40	400	200	2060
Street Lighting Improvements	S	0	600	0	600	0	600	0	600	0	600	0	3000
Street Lighting Improvements	H	95	0	100	0	95	0	100	0	100	0	490	0
Street Lighting Improvements	K	50	0	100	0	100	0	75	0	100	0	425	0
		435	2268	490	2450	485	2523	465	2599	490	2679	2365	12519
4.5 Rights of Way Imps													
Rights of Way Improvements	L	15	0	15	0	20	0	20	0	20	0	90	0
Rights of Way Improvements	W	10	15	15	15	15	15	15	15	15	15	70	75
Rights of Way Improvements	S	30	0	30	0	50	0	50	0	50	0	210	0
Rights of Way Improvements	H	0	0	0	0	0	0	0	0	0	0	0	0
Rights of Way Improvements	K	0	0	0	0	0	0	0	0	0	0	0	0
		55	15	60	15	85	15	85	15	85	15	370	75
4.6 Environmental TM & Access													
Clatterbridge Rd/Thornton Common	W	5	0	0	0	0	0	0	0	0	0	5	0
Telegraph Road / Station Rd Junction	W	250	0	100	0	250	0	200	0	50	0	850	0
Willaston Road / Raby Mere Road	W	190	0	5	0	0	0	0	0	0	0	195	0
Other Access & TM Improvements	W	0	0	0	0	0	0	0	0	230	0	195	0
Integrated Safety & Accessibility	S	0	0	0	0	150	0	0	0	0	0	150	0

OBJECTIVES / SCHEMES	Authority	2006/07 LTP	2006/07 Other	2007/08 LTP	2007/08 Other	2008/09 LTP	2008/09 Other	2009/10 LTP	2009/10 Other	2010/11 LTP	2010/11 Other	5 Year Total LTP	5 Year Total Other
4.6 Environmental TM & Access (cont)													
Hawthorne Road	S	150	0	30	0	100	0	0	0	0	0	280	0
A565 Waterloo TM	S	0	0	0	0	25	0	200	0	200	0	425	0
Environmental Traffic Management	H	100	0	91	0	100	0	100	0	90	0	481	0
Parking, Access & Other Residential	K	350	0	250	100	250	100	250	100	250	100	1350	400
		1045	0	476	100	875	100	750	100	820	100	3966	400
4.7 Traffic Calming & HZs													
Traffic Calming & Home Zones	L	150	0	180	0	160	0	170	0	190	0	850	0
Home Zones	W	200	0	100	0	140	0	140	0	140	0	720	0
Traffic Calming / Residential Areas	W	90	50	120	0	120	0	120	0	120	0	570	50
Urban Safety Management	S	135	0	115	0	240	0	120	0	120	0	730	0
Speed Management	S	0	0	40	0	40	0	100	0	100	0	280	0
Traffic Calming & Home Zones	H	126	50	130	0	134	0	140	0	140	0	670	50
Traffic Calming	K	125	0	100	50	100	50	122	50	100	50	547	200
		826	100	785	50	934	50	912	50	910	50	4367	300
Objective 4 Total		6059	4078	5290	3490	6458	3213	6329	3190	6262	2874	30398	16845

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
5. Protect/ Enhance Environment													
5.1 Public Realm													
Hoylake / W. Kirkby Regen Imps (SIT)	W	0	1400	0	2000	200	2750	100	950	150	500	450	7600
Seabank Rd-Brighton St Corridor	W	0	0	0	0	100	300	100	300	0	0	200	600
Borough Rd Gateway, B'head (WW)	W	0	0	100	200	0	0	0	0	0	0	100	200
A41 Environ Corridor Imps (WW)	W	0	600	0	300	0	0	0	0	0	0	0	900
Chapel Street	S	500	2400	50	0	0	0	0	0	0	0	550	2400
Southport Town Centre Improvements	S	0	0	0	0	80	0	100	0	300	0	480	0
Nevill Street	S	150	232	20	0	0	0	0	0	0	0	170	232
George Street Quarter	H	10	0	0	0	0	0	0	0	0	0	10	0
Transport Museum/Holy Cross Area	H	150	55	0	0	0	0	0	0	0	0	150	55
Hall Street /Shaw Street Pedn	H	0	0	50	50	0	0	0	0	0	0	50	50
Duke Street Corridor Improvement	H	40	0	200	0	260	3000	0	0	0	0	500	3000
		850	4687	420	2550	640	6050	300	1250	450	500	2660	15037
5.2 Travel Awareness & Travel Plans													
Travel Awareness	L	40	0	40	0	40	0	40	0	40	0	200	0
Travel Awareness & Sust. Transport	W	30	0	60	0	60	0	60	0	60	0	270	0
Travel Awareness	S	50	22	50	0	50	0	50	0	50	0	250	22
Travel Awareness	H	18	0	18	0	18	0	18	0	18	0	90	0
Travel Awareness	K	0	0	0	0	0	0	0	0	0	0	0	0
		138	22	168	0	168	0	168	0	168	0	810	22

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
5. Protect/ Enhance Environment													
5.3 Travel to School													
Safer Routes to School	L	185	0	210	0	240	0	274	0	285	0	1194	0
Safer Routes to School	W	100	0	100	0	100	0	100	0	100	0	500	0
S. Massie Route Improvements	W	10	0	0	0	0	0	0	0	0	0	10	0
Travel to School	S	100	100	100	100	120	0	120	0	120	0	560	200
Safer Routes to School	H	130	0	125	0	125	0	130	0	130	0	640	0
Travel to School (inc. TravelWise)	K	130	0	130	0	130	0	130	0	130	0	650	0
		655	100	665	100	715	0	754	0	765	0	3554	200
Objective 5 Total		1643	4809	1253	2650	1523	6050	1222	1250	1383	500	7024	15259
6. Use of Existing Resources													
6.1 Road Maintenance													
Structural Maintenance	L	2050	0	2369	0	2440	0	2513	0	2588	0	11960	0
Structural Maintenance	W	986	0	930	0	1149	0	1514	0	971	0	5550	0
Structural Maintenance	S	1254	0	1278	0	1342	0	1410	0	1480	0	6764	0
Structural Maintenance	H	920	0	1061	0	1176	0	1260	0	1344	0	5761	0
A580, Windle Island - Blindfoot	H	164	0	40	0	0	0	0	0	0	0	204	0
Street Lighting	H	90	0	100	0	100	0	100	0	100	0	490	0
Structural Maintenance	K	590	0	500	0	523	0	550	0	582	0	2745	0

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
6. Use of Existing Resources													
6.1 Road Maintenance (cont)													
Tunnels Maintenance	M	0	4248	0	5000	0	5000	0	5000	0	5000	0	24248
		6054	4248	6278	5000	6730	5000	7347	5000	7065	5000	33474	24248
6.2 Bridge Works													
Maintenance/Strengthening	L	647	0	740	0	1008	0	970	0	1069	0	4434	0
Bridge Assessment	L	200	0	50	0	0	0	0	0	0	0	250	0
Maintenance/Strengthening	W	1445	600	1550	2000	1455	2000	1220	21000	1900	21000	7570	46600
Structures Maintenance	S	313	0	320	0	336	0	352	0	370	0	1691	0
PRN Structure Supp. Funding	S	600	0	0	0	0	0	0	0	0	0	600	0
Bridge Maintenance & Strengthening	H	400	0	405	0	410	0	410	0	415	0	2040	0
Bridges + Higher Road	K	444	0	284	0	300	0	314	0	325	0	1667	0
		4049	600	3349	2000	3509	2000	3266	21000	4079	21000	18252	46600
6.3 Traffic Man. & Signing													
Traffic Management	L	125	0	130	0	200	0	210	0	220	0	885	0
Primary Route Network Signing	L	100	0	100	0	120	0	130	0	0	0	450	0
Leasowe Road / Gardenside	W	250	0	10	0	0	0	0	0	0	0	260	0
Strategic Signing & TM	W	20	0	30	0	30	0	130	0	230	0	440	0
Highway Signage/Telematics	S	0	0	0	0	100	0	200	0	0	0	300	0
Southport Kew Roundabout	S	0	0	0	0	0	0	0	0	100	0	100	0

OBJECTIVES / SCHEMES	Authority	2006/07		2007/08		2008/09		2009/10		2010/11		5 Year Total	
		LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other	LTP	Other
6.3 Traffic Man. & Signing (cont)													
Traffic Management & Signing	H	85	0	89	0	10	0	10	0	10	0	204	0
Traffic Management & Signing	K	192	0	141	0	144	0	150	0	100	0	727	0
		772	0	500	0	604	0	830	0	660	0	3366	0
6.4 Intelligent Transport Systems													
Car park Guidance System	L	671	167	340	85	0	0	0	0	0	0	1011	252
SCOOT/UTC/CCTV	L	127	0	100	0	150	0	180	0	150	0	707	0
Minor Highway Works	L	129	0	174	0	205	0	328	0	518	0	1354	0
UTC/Telematics/CCTV	W	100	0	100	0	100	0	100	0	100	0	500	0
Leasowe Road / Reeds Lane Junction	W	2	0	0	0	0	0	0	0	0	0	2	0
Arrowe Park Roundabout	W	30	20	0	0	0	0	0	0	0	0	30	20
Traffic Management/ITS/UTC	S	0	0	0	0	200	0	100	0	100	0	400	20
New & Up-graded Signals	H	0	0	10	0	50	0	90	0	90	0	240	20
New Junction Installations	H	130	0	120	0	60	150	50	100	0	0	360	250
UTC	K	200	0	100	0	100	0	100	0	100	0	600	0
		1389	187	944	85	865	150	948	100	1058	0	5204	522
Objective 6 Total		12264	5035	11071	7085	11708	7150	12391	26100	12862	0	60296	71370

OBJECTIVES / SCHEMES	Authority	2006/07 LTP	2006/07 Other	2007/08 LTP	2007/08 Other	2008/09 LTP	2008/09 Other	2009/10 LTP	2009/10 Other	2010/11 LTP	2010/11 Other	5 Year Total LTP	5 Year Total Other
Advance Design & Studies													
Advance Design	L	5	0	61	0	80	0	85	0	89	0	320	0
	W	70	0	64	0	87	0	89	0	89	0	399	0
	S	89	0	91	0	92	0	93	0	89	0	454	0
		164	0	216	0	259	0	267	0	267	0	1173	0
Studies & Joint Working	L	95	0	90	0	100	0	105	0	102	0	492	0
	W	15	65	135	0	135	0	135	0	135	0	555	65
	S	75	0	75	0	75	0	75	0	75	0	375	0
	H	20	0	25	0	25	0	26	0	25	0	121	0
	K	100	0	100	0	100	0	100	0	100	0	500	0
Joint Working & LTPSU	M	163	837	1000	0	1000	0	1000	0	1000	0	4163	837
		468	902	1425	0	1435	0	1441	0	1437	0	6206	902
A D & Studies Total		632	902	1641	0	1694	0	1708	0	1704	0	7379	902

OBJECTIVES / SCHEMES

Authority	2006/07 LTP	2006/07 Other	2007/08 LTP	2007/08 Other	2008/09 LTP	2008/09 Other	2009/10 LTP	2009/10 Other	2010/11 LTP	2010/11 Other	5 Year Total LTP	5 Year Total Other
Safety Camera Partnership												
L	0	0	712	0	717	0	729	0	747	0	2905	0
W	0	0	374	0	376	0	383	0	392	0	1525	0
S	0	0	248	0	250	0	255	0	261	0	1014	0
H	0	0	217	0	219	0	222	0	228	0	886	0
K	0	0	205	0	206	0	210	0	215	0	836	0
	0	0	1756	0	1768	0	1799	0	1843	0	7166	0
Objective 1												
L	3186	9275	2168	6230	1813	5537	1700	5850	1672	0	10539	26892
W	568	1650	690	1100	450	1600	400	1050	365	1000	2473	6400
S	110	0	110	0	185	0	100	0	300	0	805	0
H	468	570	88	240	250	150	380	150	425	100	1611	1210
K	302	117	150	100	0	0	100	0	143	0	695	217
M	3599	652	2089	498	770	263	1314	0	1528	0	9300	1413
	8233	12264	5295	8168	3468	7550	3994	7050	4433	1100	25423	36132
Objective 2												
L	20	0	20	0	20	0	20	0	20	0	100	0
W	20	0	20	0	20	0	20	0	20	0	100	0
S	120	0	20	0	120	0	420	0	120	0	800	0
H	20	0	20	0	20	0	20	0	20	0	100	0
K	20	0	70	0	172	0	220	0	221	0	703	0
M	6604	13661	5011	6914	4023	9756	3073	11287	3077	5652	21788	47270
	6804	13661	5161	6914	4375	9756	3773	11287	3478	5652	23591	47270

OBJECTIVES / SCHEMES	Authority	2006/07 LTP	2006/07 Other	2007/08 LTP	2007/08 Other	2008/09 LTP	2008/09 Other	2009/10 LTP	2009/10 Other	2010/11 LTP	2010/11 Other	5 Year Total LTP	5 Year Total Other
Objective 3	L	145	400	217	400	232	0	249	0	267	0	1110	800
	W	360	0	250	0	100	0	200	0	100	0	1010	0
	S	750	0	1264	0	50	0	0	0	100	0	2164	0
	H	0	235	0	235	0	0	0	0	0	0	0	470
	K	0	0	100	0	150	0	0	0	0	0	250	0
	M	6396	4636	6716	5230	9064	3842	9480	6901	9236	4710	40892	25409
		7651	5271	8547	5955	9596	3842	9929	6901	9703	4710	45426	26679
Objective 4	L	1756	1208	1815	1450	2151	1523	2165	1599	2112	1679	9999	7459
	W	1640	735	1215	665	1400	415	1350	415	1430	415	7035	2645
	S	791	735	580	625	1295	625	1110	630	1010	630	4786	3245
	H	783	150	855	50	787	0	882	0	885	0	4192	200
	K	839	200	825	200	825	150	822	150	825	150	4136	850
	M	250	1050	0	500	0	500	0	396	0	0	250	2446
		6059	4078	5290	3490	6458	3213	6329	3190	6262	2874	30398	16845

OBJECTIVES / SCHEMES

	Authority	2006/07 LTP	2006/07 Other	2007/08 LTP	2007/08 Other	2008/09 LTP	2008/09 Other	2009/10 LTP	2009/10 Other	2010/11 LTP	2010/11 Other	5 Year Total LTP	5 Year Total Other
Objective 5	L	225	0	250	0	280	0	314	0	325	0	1394	0
	W	140	2000	260	2500	460	3050	360	1250	310	500	1530	9300
	S	800	2754	220	100	250	0	270	0	470	0	2010	2854
	H	348	55	393	50	403	3000	148	0	148	0	1440	3105
	K	130	0	130	0	130	0	130	0	130	0	650	0
	M	0	4636	6716	2650	1523	6050	1222	1250	1383	500	7024	15259
		1643	4809	1253	2650	1523	6050	1222	1250	1383	500	7024	15259
Objective 6	L	4049	167	4003	85	4123	0	4331	0	4545	0	21051	252
	W	2833	620	2620	2000	2734	2000	2964	21000	3201	21000	14352	46620
	S	2167	0	1598	0	1978	0	2062	0	2050	0	9855	0
	H	1789	0	1825	0	1806	150	1920	100	1959	0	9299	250
	K	1426	0	1025	0	1067	0	1114	0	1107	0	5739	0
	M	0	4248	0	5000	0	5000	0	5000	0	5000	0	24248
		12264	5035	11071	7085	11708	7150	12391	26100	12862	26000	60296	71370

OBJECTIVES / SCHEMES

	Authority	2006/07 LTP	2006/07 Other	2007/08 LTP	2007/08 Other	2008/09 LTP	2008/09 Other	2009/10 LTP	2009/10 Other	2010/11 LTP	2010/11 Other	5 Year Total LTP	5 Year Total Other
Advance Design & Studies	L	100	0	151	0	180	0	190	0	191	0	812	0
	W	85	65	199	0	222	0	224	0	224	0	954	65
	S	164	0	166	0	167	0	168	0	164	0	829	0
	H	20	0	25	0	25	0	26	0	25	0	121	0
	K	100	0	100	0	100	0	100	0	100	0	500	0
	M	163	837	1000	0	1000	0	1000	0	1000	0	4163	837
		632	902	1641	0	1694	0	1708	0	1704	0	7379	902
TOTALS	L	9481	11050	8624	8165	8799	7060	8969	7499	9132	1679	45005	35403
	W	5646	5070	5254	6265	5386	7065	5518	23715	5650	22915	27454	65030
	S	4902	3489	3958	725	4045	625	4130	630	4214	630	21249	6099
	H	3428	1010	3206	575	3921	3300	3376	250	3462	100	16763	5235
	K	2817	317	2400	300	2444	150	2486	150	2526	150	12673	1067
	M	17012	25084	14816	18232	14857	19361	14867	23584	14841	15362	76393	101623
		43286	46020	38258	34262	38822	37561	39346	55778	39825	40836	199537	214457

The Five Year Action Plan

We have described how our investment programme funded via the Integrated Transport Block, Maintenance grant and other funding streams has been tailored to meet the objectives we have set for the next five years, as part of our long term strategy. The value of that investment and its impact on meeting the needs of Merseyside needs to be carefully monitored and measured.

Effective Performance Management

Chapter 14: Effective Performance Management

LOCAL TRANSPORT PLAN
MERSEYSIDE

Introduction

14.1 In this chapter we describe how we intend to manage our performance, in meeting the objectives and targets we have set for this five-year plan, through the programme of investment we have described in Chapter Thirteen.

Performance Indicators

14.2 A considerable amount of work has taken place to ensure that a coherent set of performance indicators is in place to measure the achievement and progress of our second Plan. **These were described in chapter 5**.

Indicator Selection

14.3 In the monitoring of outcomes, the indicators are designed to provide evidence of "real and measurable improvements in the quality of life and the quality of transport services" for Merseyside.

14.4 The set has been carefully selected to monitor the important outcomes (and proxies to outcomes) that demonstrate real achievement of the visions and objectives that this plan outlines. We showed in Chapter 5 how the selected performance indicators are integral to the LTP process. Targets and trajectories for each performance indicator are put in place to quantify the achievements and improvements that the plan will deliver, year on year. These reflect the strategy and objectives of the plan. The programme of spending provides delivery, subject to resource availability, and the outcomes and outputs are monitored by the indicators. Performance monitoring and performance management is the process by which these outcomes are monitored and reviewed in the context of the targets that were set to reflect the strategy and objectives.

Cross sector linkages

14.5 We outlined in Chapter 5 how transport is primarily a means to facilitate the full breadth of social and economic activity in the region. As such, our performance indicator set includes a number of cross sector linkages, measuring aspects such as the local economy and tourism activity. For the purposes of this plan these indicators are "monitoring only". However, as the plan seeks to facilitate and support the region through an efficient transport network, it is important to monitor progress in these "outcome areas" to assess the overall performance of the plan in assisting the delivery of the regions wider aspirations.

The Indicator Set

14.6 Indicators in the following table are presented in the manner requested by DfT, setting out the indicators grouped according to the following headings:
- **Targets for key outcome indicators** - including targets for the relevant mandatory indicator.
- **Targets for intermediate outcomes** - which represent proxies or milestones towards key outcome targets and including targets for the relevant mandatory indicators.
- **Targets for contributory output indicators** - indicators measuring the delivery of schemes and policies.
- **Targets for any other outcome or output indicators** - including indicators that measure the achievement of local priorities only.

14.7 We illustrated in Chapter 5 how each indicator measures delivery of the shared priorities and local priorities that are discussed in detail throughout this Plan.

Target Setting

14.8 As we discussed above and in Chapter 5 we recognise that setting targets for performance is a central component of good planning. Much emphasis has been given to the importance of making targets well balanced.

14.9 The process of target setting has also been subject to extensive documentation reflecting the substantial work undertaken to robustly specify the target for each indicator. The summary provided for each target in Chapter 5 reflects the work undertaken. Each summary provides details of:
- Which outcome priorities the indicator and target is focused on.
- The trajectory to the end target.
- Why the target is robust, reflecting a realistic ambition for improved performance.
- The actions programmed to deliver the target.
- The principal risks to achievement of the target, and proposed management and mitigation measures to maintain progress.

14.10 The summary information in Chapter 5 is supported by fuller documentation in the 'Performance Indicator Target Forms'. This form accompanies the 'Performance Indicator Control Form' and is designed to assist the partnership in ensuring the targets are both realistic and ambitious. Full 'Performance Indicator Target Forms' are included in Appendix Sixteen.

14.11 This documentation is part of the wider performance management framework depicted earlier and explained in more detail below. It is anticipated that this framework will ensure the right evidence is maintained to correctly prioritise investment and deliver value for money solutions for the area's transport needs.

Performance Management

14.12 In the development of the programme a crucial balance is necessary between the level of ambition in the targets being set and the necessary investment in these areas reflected in the financial programme. This balance must be correctly set, and maintained, if the plan is to deliver the desired outcomes. The refinement of this balance between programmes and targets was subject to substantial iteration in the development of the final plan, and will be a crucial point for review in future progress reviews. Chapter 5 discussed the process used in the plan's development to refine programmes.

14.13 The programme spend translates into delivery which is measured by an extensive monitoring programme. The performance monitoring approach is then used to review these results and make necessary revisions to the programme for future years. Figure 14.1 summarises our approach.

Figure 14.1 Performance Management

Merseyside LTP Performance Management

Performance Indicator Target Form

Performance Indicator Control Form

Planned Targets and Trajectories

Programme (resources)

Delivery (spend) & Measurement (monitoring)

Reporting, internal and APR's

any amendments to be discussed with DfT

REVIEW

Indicator owners – continuous overall responsibility for indicator, should be confident in overall process and raised between issues and associated with indicator to LTPCG/LTPSU

Programme Managers – continuous monitoring of district LTP budgets raising issues with LTPCG/LTPSU

6 monthly LTP partnership internal reporting

LTP Co-ordination Group, programme and targets, scrutiny and process review

Actions on programmes and targets, escalated to MSTEG as appropriate

ACTIVE PROGRAMME MANAGEMENT

14.14   In order to monitor performance robustly, effective monitoring systems must be put in place. We are investing in data collection and analysis to ensure performance is measured fairly and accurately over the next five years. Much work has gone into the specification and collection of data to support this LTP including extensive household travel surveys, new data collection processes for cycle monitoring, and park and ride usage. These processes are managed by full documentation of the methodology and calculation of data for each performance indicator by the 'performance indicator control forms'. This process is controlled by designated 'indicator owners' who take responsibility for the overall collection, reporting and target setting process for that indicator.

14.15   Indicator owners provide a central point of responsibility for documentation, data collection, monitoring and review of progress for each performance indicator. This is especially important for the necessary cross-district working for this pan-Merseyside plan. An example of the 'Performance Indicator Control Form' being used is provided in Appendix Sixteen.

Strat-e-GIS

14.16   Strat-e-gis will be an important tool in the ongoing management and development of the Local Transport Plan. It brings together geographic data from a range of users and enables the sharing of information to give a joined up sub-regional picture across Merseyside to inform a wide variety of strategy development and monitoring requirements. The tool will allow officers from the partner authorities to easily access and analyse data across a wide variety of themes, assisting better informed refinement of programmes and targets to assist delivery. It is anticipated that the system will give real advantages in cross cutting data analysis linking areas such as planning, crime, and socio-economic profiles with transport. The system is scheduled to begin at the start of the second LTP period.

14.17   Below are some of the areas that have been identified as potential transport data inputs into the system:
- ITIS journey time data.
- Traffic Counts.
- Road Hierarchy.
- Accession accessibility mapping layers.
- Street Lighting.
- TAMP requirements.
- Traffic Accident data.

14.18   One example of the kind of analysis that will be possible is the potential to examine any linkages between accessibility and data on crime, street lighting and census profile information.

14.19   It is hoped that over the second LTP period Strat-e-gis will become an integral and vital part of the transport planning process, linking some areas which have previously worked in relative isolation. More technical detail is provided in Appendix Twenty.

Management

14.20   The overall performance management approach depicted in figure 14.1 illustrates how the results reported through the monitoring process are reviewed, and actioned, as appropriate. The documentation of performance indicator control forms, and performance indicator target forms, provides the backdrop of how progress is monitored and the commitments to delivery that are in place as part of each target.

14.21   The approach requires close involvement of indicator owners and programme managers who in the first instance should work together to make day to day adjustments to the programme that are necessary.

14.22   More formally, the LTP partnership reviews reported programmes and indicator performance on a 6 monthly basis. The review process examines the evidence (programme spend, performance indicator outturn) as well as the rationale for the indicator and its target and trajectory (as recorded in the Control and Target Forms). This scrutiny and review, should result in any corrective actions being reflected in amended programmes, or if appropriate and agreed with DfT, adjustments to targets and or trajectories. If required this process will involve senior officers via the MSTEG group (Merseyside Strategic Transportation and Engineers senior officers group) with further political approval if necessary.

14.23   Delivery of the programme and targets in a co-ordinated manner across five district authorities and Merseytravel is a considerable challenge. This challenge is met through the above performance management process, which is supported by the following governance arrangements. These are summarised in Figure 14.2.

Figure 14.2 Merseyside LTP Governance
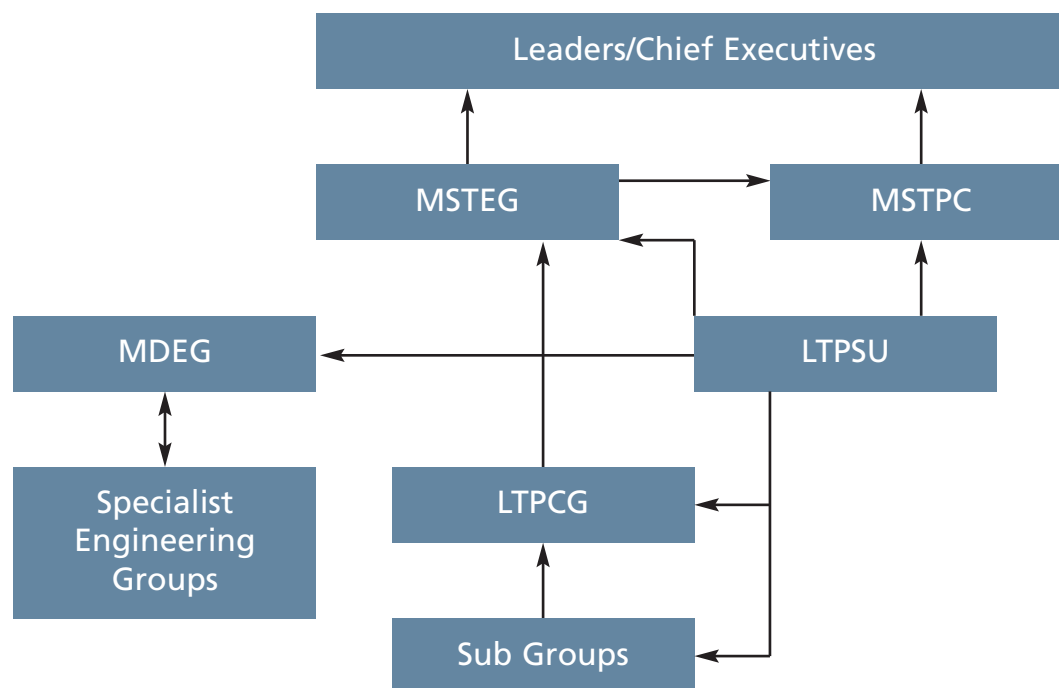
LTP Support Unit (LTPSU)

14.24   The support unit is a permanently staffed central team working on behalf of the partnership for the Local Transport Plan and all pan Merseyside Transport issues. They manage the performance management regime.

LTP Co-ordination Group (LTPCG)

14.25   LTPCG meets every 4 weeks, bringing together transport policy lead representatives from each district and Merseytravel. Standing agenda items cover the full breadth of LTP activity. This is the primary working forum for partnership based decision making on all LTP policies and programmes. The Group receive reports from the indicator areas, and will make the final stage decisions regarding shortfalls in performance or budget performance. LTPCG is supported by a series of sub-groups representing specialised technical expertise in areas such as Accessibility Planning, Active Travel, and Rights of Way. These cross-partnership groups typically meet on a 4-8 week cycle. Issues requiring further action will be referred to MSTEG.

Merseyside District Engineers Group (MDEG)

14.26   MDEG meet every 4-8 weeks and oversees a range of specialist engineering functions including the Network Management Duty. They also report to MSTEG.

Merseyside Strategic Transportation and Engineers Group (MSTEG)

14.27   MSTEG is the senior officers group and meets approximately every 8 weeks and is currently chaired by the Chief Executive of Merseytravel. They take recommendations from LTPCG, and formally agrees high level policy and strategy decisions. They will take decisions on actions required to address failure to meet the programme delivery, weak performance in reaching targets and budget strategies. All issues of policy and performance are agreed at this group before passing, where appropriate to Local Authority Chief Executives and Leaders.

The Merseyside Strategic Transport and Planning Committee (MSTPC)

14.28   This is a senior member and officer forum to oversee transport development and performance and integrate these issues with planning issues. The Committee is responsible for final sign off of LTP and associated reports such as the APR.

Chapter 15:
The Enhanced Programme - Major Schemes

LOCAL TRANSPORT PLAN
MERSEYSIDE

Chapter 15

15.1 In this chapter we describe our proposals for those major schemes that we believe would greatly enhance the proposals set out in this Plan. We believe additional resources would contribute greatly to our ability to stretch our targets. We also provide support for the proposals of our neighbouring authorities and describe a number of 'emerging' schemes that we will examine during the lifetime of this Plan.

Introduction

15.2 Our proposals have resulted from an independent review undertaken in Spring 2005, which appraised 35 schemes against local, regional and national policies. This provided a prioritised list which included local road and rail based interventions together with schemes for which the majority of funding is expected to come from sources other than the LTP. Here we summarise:
- What these schemes are.
- How each scheme contributes to the overall long term strategy.
- The influence of regional transport prioritisation on the Merseyside programme scheme status.

15.3 Map 15.1 illustrates the location of the schemes described in this Chapter.

Map 15-1: Proposed Major Schemes

KEY

1. Thornton Switch Island Link
2. Kirby to Headbolt Lane Extension
3. Lime Street Gateway
4. Central Station
5. Hall Lane Improvement
6. Edge lane Eastern & Western Approaches
7. Olive Mount Chord
8. Liverpool South Parkway
9. Liverpool John Lennon Airport Eastern Link Road
10. Blackbrook Diversion

LEGEND

☐ Scheme Location

—— Borderlands Electrification Wrexham-Bidston

—— MerseyTram Line 1

—— MerseyTram Line 2

—— Merseytram Line 3 Smithdown Rd Option

······ Mersey/Tram Line 3 Railway Option

Work in Progress

15.4 A number of Major Schemes identified in our first LTP are now well advanced in the implementation process. These are:

- Liverpool South Parkway. This is a new transport hub which replaces the existing rail stations at Garston and Allerton. It will provide an interchange to local bus services and Liverpool John Lennon Airport. It is now under construction and opening is planned for Summer 2006.

- Merseytram Line One. Following a Public Inquiry, Transport and Works Act powers were granted for the construction of Tramline One linking Kirkby and Liverpool City Centre. Merseytram Line 1 provides a significant addition to the aim of creating a Single Integrated Public Transport Network. Connecting Objective 1 pathways areas and Strategic Investment Areas to the major new developments in Liverpool City Centre/Waterfront, Merseytram will provide an attractive alternative to car use for accessing employment, training, shops, and other amenities. The DfT have now refused funding for the scheme, and following a Judicial Review, Merseytravel are reviewing the future of this scheme. This will be the subject of an Addendum report to be submitted to DfT in July 2006.

- Blackbrook Diversion. This proposal for a bypass of a section of the A58 in St Helens will improve environmental conditions and road safety, relieve local congestion, and benefit regeneration proposals. It received Full Funding Approval in December 2005, started on site on 20 February 2006 and has a 15 month contract period.

Local and Regional Priorities

Regional Transport Prioritisation

15.5 Regional and Pan-Northern prioritisation of transport schemes and interventions has been completed through Regional Funding Allocation (RFA), Regional Transport Strategy (RTS) and Northern Way processes. The outcome of these three prioritisation processes has been the production of a list of transport schemes and interventions that will aim to support the objectives and actions of the Regional Economic Strategy, Regional Spatial Strategy, Regional Transport Strategy,Regional Housing Strategy, Local Transport Plans and other sub-regional strategies, including the Liverpool City Region Development Plan and Merseyside Action Plan.

Regional Funding Allocations

15.6   As part of the devolving decision making agenda, for the first time, regional transport funding allocations for the three years up to and including 2007/08 have been published, along with indicative longer term planning assumptions for the period 2008/09 to 2015/16.

15.7   The total indicative North West allocation for transport for the period 2005/06 to 2015/16 is approximately £1,350 million. This covers capital funding for all major schemes (ie schemes costing £5million or more) submitted by local authorities through the local transport plan process and major Highways Agency schemes, other than those on routes of strategic national importance.

15.8   Rail infrastructure projects in Merseyside were submitted for appraisal in the RFA prioritisation process but were not eligible for RFA funding. We are concerned that although there was no rail funding provided for the RFA, the opportunity was not taken to consider using RFA funding for local rail schemes despite this being an option that was available to the Regional Forum. The Merseyside Partners will continue to seek funding for rail schemes particularly those which scored highly in the Merseyside appraisal process.

Regional Transport Strategy

15.9   The Regional Transport Strategy within the Regional Spatial Strategy for the North West of England (The North West Plan) presents the region's priorities for major transport investment.

15.10   The full list of transport investment priorities within the RTS represents those major schemes and broad interventions in the North West which have regional significance.

Prioritisation of Merseyside Schemes

15.11   Over 100 schemes were appraised and prioritised by the RFA process, and 73 interventions by the RTS process.

15.12   Only the top quartile schemes have been recommended for funding by the Region through RFA Advice (North West Advice to Government). Six Merseyside schemes lie within this top quartile, four in the second quartile and five in the third. Within the RTS prioritisation, six Merseyside interventions were placed in the top quartile and two were placed in the second quartile. Figure 15.1 summarises this position, providing details of the Merseyside schemes and their LTP, RTS and RFA prioritisation.

Figure 15.1 : Regional Prioritisation

Scheme	Delivery Agency	Scheme Type	Funding Mechanism	Likely Start Date	RFA Quartiles	RFA Funding £m	RTS Quartiles	Merseyside LTP Prioritisation
Bidston Moss Viaduct	Highways Agency / Wirral / Merseytravel	Maintenance/ Upgrade	RFA	2010/11	Q1	46	Q1	7
Edge Lane (West) / Eastern Approaches	Liverpool City Council (LCC)	Highway	RFA	2006/07	Q1	15.85		No ranking due to provisional funding approval
Hall Lane Strategic Gateway	Liverpool City Council	Highway	RFA	2006/07	Q1	12.2		6
Merseytram Line 1	Merseytravel	Public Transport	RFA	2006/07	Q1	170		No ranking due to provisional funding approval
Thornton Switch Island Link	Sefton MBC	Highway	RFA	2009/10	Q1	9.3		12
Liverpool Central Station	Merseytravel	Public Transport	RFA	2010/11	Q2	9.8	Q1	8
Merseytram Line 2	Merseytravel	Public Transport	RFA	2007/08	Q2	359.1	Q1	1
Olive Mount Chord + Capacity Enhancements	Merseytravel / Network Rail	Rail	RFA / Northern Way	2007/08	Q2		Q2	5
St Helens Central - Junction Rail Link	Merseytravel / Network Rail	Rail	Unknown	2008/09	Q2			18
Merseytram Line 3	Merseytravel	Public Transport	RFA	2008/09	Q3		Q1	4
Sandhills Lane Link	Liverpool City Council	Highway	RFA		Q3	8		20
Kirkby Headbolt Lane Rail Extension	Merseytravel / Network Rail	Rail	Unknown		Q3			2

Scheme	Delivery Agency	Scheme Type	Funding Mechanism	Likely Start Date	RFA Quartiles	RFA Funding £m	RTS Quartiles	Merseyside LTP Prioritisation
Bootle - Aintree - Edge Hill Link	Merseytravel / Network Rail	Rail	Unknown		Q3			21
Borderlands Electrification	Merseytravel / Network Rail / Cheshire CC	Rail	Unknown	2010/11	Q4		Q1	11
Lime Street Gateway	English Partnerships / Liverpool Vison / LCC/ Merseytravel / Network Rail	Public Transport	Regeneration Monies / LTP Integrated Block	2006/07			Q1	N.A.
Edge Lane/Eastern Approaches (East & Central)	Liverpool City Council	Highway	NWDA / LTP Integrated Block	2006/07				N.A.
Liverpool Airport Link Road	Peel Holdings	Highway	Private	2007/08			Q2	9
Access to Port of Liverpool	Highways Agency	Highway	RFA	2015/16	Q1	45		
Switch Island Improvements	Highways Agency	Highway	HA Monies	2005/06				10
Tarbock Interchange M62 Jct 6	Highways Agency	Highway	HA Monies	2008/09				13

15.13 The RTS, RFA and Merseyside appraisal systems deliver similar results in many instances but there are some striking differences. These largely result from the high weighting given to deliverability in the RFA process. This penalises some Merseyside schemes which could be delivered in the LTP2 period but for which the preparatory work is still in its early stages. We will continue to develop these schemes where the LTP scoring system has ranked them highly.

Northern Way RFA and CSR2007 Prioritisation

15.14 As part of the Northern Way Growth Strategy, transport interventions which could make a significant contribution to closing the £30 billion gap between the North and the rest of the UK, have been identified and prioritised to inform the RFA advice and Comprehensive Spending Review (CSR) 2007.

15.15 Access to the northern ports is identified as one of the top priorities and this currently includes two Merseyside schemes:
(i) A5036 road improvements for port access being promoted by the Highways Agency. This scheme has links to the Thornton-Switch Island improvement scheme promoted by Sefton.
(ii) Olive Mount Chord rail scheme and associated gauge clearance, being promoted by Merseytravel.

15.16 A package of measures is being developed to improve access to the Mersey ports and these interventions and schemes will then feed into the Northern Way CSR2007 advice.

15.17 The strategic fit and importance of the Merseyside schemes to sub-regional, regional and Northern Way strategies is identified in Figure 15.2. All of the schemes are identified in a range of strategies and this demonstrates the wider context in which the LTP sits and the contribution of the LTP to sub-regional, regional, pan-northern and national priorities and objectives.

Figure 15.2 Major Schemes - Strategic Fit within Wider Region

Scheme	Promoting Authority	Scheme Type	RFA	RTS	RES	CRDP Action Plan	Northern Way
Bidston Moss Viaduct	Merseyside	Maintenance/Upgrade	P	P		P	
Bootle - Aintree - Edge Hill Link	Merseyside	Rail	P		P	P	P
Borderlands Electrification	Merseyside	Rail	P	P	P	P	P
Edge Lane/Eastern Approaches (West)	Merseyside	Highway	P		P	P	
Edge Lane/Eastern Approaches (East & Central)	Merseyside	Highway		P	P	P	
Hall Lane Strategic Gateway	Merseyside	Highway	P		P	P	
Kirkby Headbolt Lane	Merseyside	Rail	P		P	P	P
Lime Street Gateway	Merseyside	Rail		P	P	P	P
Liverpool Central Station	Merseyside	Rail	P	P	P	P	P
Merseytram Line 1	Merseyside	Public Transport	P		P	P	P
Merseytram Line 2	Merseyside	Public Transport	P	P	P	P	P
Merseytram Line 3	Merseyside	Public Transport	P	P	P	P	P
Olive Mount Chord + Capacity Enhancements	Merseyside	Rail	P	P	P	P	P
Sandhills Lane Link	Merseyside	Highway	P			P	
St Helens Central - Junction Link	Merseyside	Rail	P		P	P	P
Thornton Switch Island Link	Merseyside	Highway	P		P	P	

Scheme	Promoting Authority	Scheme Type	RFA	RTS	RES	CRDP Action Plan	Northern Way
Liverpool Airport Link Road	Peel	Highway			P	P	P
Access to Port of Liverpool	Highways Agency	Highway	P	P	P	P	P
Switch Island Improvements	Highways Agency	Highway			P	P	
Tarbock Interchange M62 Jct 6	Highways Agency	Highway			P	P	P
M56/A5117 Queensferry Road	Highways Agency	Highway		P	P	P	
Ditton Strategic Rail Freight Park	Halton MBC	Rail	P		P	P	
Halton Curve	Halton MBC	Rail	P	P	P	P	P
Mersey Gateway	Halton MBC	Highway	P	P	P	P	P
Silver Jubilee Bridge Maintenance	Halton MBC	Maintenance/ Upgrade	P	P	P	P	
Burscough Curves	Lancashire County Council	Rail				P	P
Ormskirk Bypass	Lancashire County Council	Highway	P	P		P	

Transport Innovation Fund

15.18   The Transport Innovation Fund (TIF) requires transport authorities to bid for funding and has begun with bids for 'pump-priming' funding in 2005/06 and 2006/07

15.19   Currently funding will only be available for schemes which support:
- The Government's drive to tackle road congestion.
- The wider national productivity improvement agenda. Transport - authorities are not invited to bid for this funding – schemes agreed between DfT & RDA.

15.20   Congestion in Merseyside has not reached the level of many other conurbations, and it is considered that road user charging may be likely to place undue strain on Merseyside's nascent regeneration. Nevertheless we take the view that with evidence suggesting a period of economic growth and increased demand for travel, it is prudent for us to examine the issue in greater detail. We will therefore be submitting a proposal for the second round of pump priming funding. **This was described in greater detail in Chapter 5**.

15.21   A TIF package based on improving national productivity which centres on improving access to the nationally significant Mersey Ports, is also being suggested as a potential Merseyside TIF proposal, and is being discussed with the NWDA. It is considered that this greatly supports the LCRDP strategy set out in Chapter 3.

Schemes Being Appraised

15.22   Following an independent review, a number of major investment schemes are currently being examined, that could potentially bring substantial additional benefit to the LTP. These were shown in map 15.1.

Rail Schemes

Liverpool Central Station Capacity Enhancements

15.23   Central Station in Liverpool City is the busiest station on the Merseyrail network and the third busiest in the North West. It is an interchange between the Northern and Wirral Merseyrail lines and provides access to Liverpool city centre from Merseyrail stations extending into the wider city region, such as Chester and, Ormskirk and beyond. It is the closest station to the major retail development within the Liverpool One development and this is anticipated to lead to a substantial growth in passenger throughput once the shopping centre opens. It is also expected to be well-used during the Capital of Culture year in 2008.

15.24   Merseytravel has developed proposals to improve facilities for existing users (generating time savings and quality benefits), and to make the station fully accessible. Currently Merseytravel has identified an initial package of measures which could be implemented prior to the Capital of Culture celebrations and events in 2008. Integration with proposed developments around the station have also been assessed.

15.25   Central Station is served only by the Merseyrail network, for which, Merseytravel acts as the franchise controller. As already outlined, Merseytravel are also examining expansion of both the network and Park and Ride facilities, which together with the major redevelopment of the City Centre will further add to passenger growth. The strategy to expand the Merseyrail network and Park and Ride are key elements of the Merseyside congestion and air quality strategy. The scheme was ranked 8 in the Merseyside LTP scoring system and whilst it was only placed in the second quartile in the RFA appraisal system, it is still regarded as critical to the City Centre particularly in terms of managing congestion, and it is considered suitable for funding as an LTP Major Scheme. Further technical, operational and economic and financial assessment, and discussion with the DfT will therefore continue.

Extension of Merseyrail Services from Kirkby to Headbolt Lane with Park and Ride

15.26   Merseytravel is currently assessing the technical feasibility of extending the Merseyrail Electrics network northward by a mile from its terminus at Kirkby to a new station at Headbolt Lane, on the existing rail line between Kirkby and Wigan. The extension would extend the catchment of Merseyrail by serving a larger area of Kirkby than at present (at Tower Hill and Northwood where extensive housing redevelopment is taking place) and would provide for a new strategic park and ride site. Provision of additional park and ride facilities is a central part of our long term strategy, providing an alternative to car travel into Liverpool City Centre and bringing environmental and economic benefits.

15.27   Merseytravel has completed an appraisal of the physical requirements of extending the electrified network from Kirkby to Headbolt Lane, and is currently in the process of undertaking a demand study. Subject to the findings of the operational, financial and economic case, expected in summer 2006, discussions with the DfT and an assessment of all available funding sources will be undertaken, Merseytravel will consider whether the scheme is suitable to promote for LTP Major Scheme funding.

Mid Wirral (Wrexham-Bidston) Line

15.28   The potential to electrify some or all of the line south from Bidston to Wrexham was identified in our first LTP. Such proposals offer the potential to integrate the line within the successful Merseyrail Electrics network and offer services directly to Liverpool City Centre. The proposal is intended to improve the connectivity of the line's catchment to Birkenhead and Liverpool, offering access to jobs and services as well as an alternative to car travel for those who currently make this journey. It will improve connectivity within Wirral, particularly to Arrowe Park Hospital with new stations proposed at Woodchurch and Beechwood. It will also provide access to new employment opportunities in Deeside and North Wales.

15.29   With its neighbouring authorities and the North Wales local authority consortium Taith, Merseytravel is currently studying the technical, operational, financial and economic case for electrifying the line, providing additional park and ride facilities and integrating services within the Merseyrail Electrics network. The study is expected to report in spring 2006. Subject to the findings of the study, the consideration of all available funding routes and discussions with the DfT, Merseytravel will consider whether the scheme is suitable to promote for LTP major scheme funding.

Reinstatement of Olive Mount Chord

15.30   The reinstatement of the Olive Mount Chord, a link between the Bootle branch and Chat Moss rail routes, would play a vital role in supporting sustainable freight growth at the Port of Liverpool, by supporting modal shift of goods from lorry onto rail.

15.31   While there will be performance benefits for the local, inter-regional and inter-city passenger networks, the primary beneficiaries of this proposal will be rail freight. The importance of the Mersey Ports both to the region and to the Northern Way, have been set out in recent reports on improving access to the Ports. On current forecasts, it is estimated that the present line will be at operational capacity by 2010 forcing further growth onto road.

15.32   The Port of Liverpool Strategic Transport Access Study estimated that the increased rail capacity could reduce the projected growth of port-generated HGV movements from 30% by 2016 to 12-14%. This is equivalent to 500,000 fewer HGV movements per annum. This clearly has significant benefits for the shared priorities of congestion and air quality and for associated mandatory and local targets outlined in the provisional plan.

15.33   The necessary work involves a phased programme of gauge and capacity improvements, including the reinstatement of the missing Olive Mount Chord which would remove the need for complex locomotive reversing movements.

15.34   Discussions are ongoing with Northern Way, about a possible start under their 'early wins' programme. A detailed cost estimate and business case are being developed. Subject to this being successful, a funding package for the complete scheme will be assembled by the Partners steering the project, but it is likely that this scheme will not be funded via the LTP Major Scheme route. However, given the importance of its role in accessing the Port of Liverpool, it could also be progressed as part of a 'Productivity TIF' package of measures.

Lime Street Gateway

15.35   Liverpool Lime Street Station is Liverpool's terminal station for inter-city and inter-regional services as well as many local services via the City Line. The redevelopment of the station is stated as a high priority in the Liverpool City Region Development Plan (LCRDP). The station's links to the local transport network for the 30-40,000 passengers a day are poor and circulatory capacity within the station is expected to be insufficient for anticipated demand during the European Capital of Culture in 2008.

15.36   Working together, Network Rail, Liverpool Vision, Liverpool City Council, the train operators and Merseytravel have developed proposals for Lime Street Gateway. These consist of two related projects. The first addresses the need for substantial upgrade of passenger facilities within the station, improved circulation and better and more direct links to local buses. The second involves clearing buildings which mask the main station entrance, and the introduction of public realm works.

15.37   At present a package of proposals is being developed for implementation before the 2008 Capital of Culture year. It is believed that this can be funded through local sources, regeneration budgets and from commercial beneficiaries without recourse to Major Scheme funding.

Other Rail Proposals

15.38   Merseytravel is currently considering a number of other rail proposals that are part of the longer term strategy beyond 2011. (They are described in the Rail Strategy attached as Appendix Two) and development work on their technical, operational, economic and financial case will be undertaken during the LTP2 period. These include:
- Reinstatement of the Aintree to Bootle Link.
- Reinstatement of the St Helens Junction to St Helens Central link.
- Reintroduction of passenger services on the Edge Hill to Bootle Branch.

Road Schemes

15.39   The Merseyside highway authorities have developed a number of road improvement proposals. These proposals have been developed to relieve localised congestion, promote road safety and support economic regeneration opportunities.

Edge Lane/Eastern Approaches (West)

15.40   This road improvement on Edge Lane, the main route from the M62 to Liverpool City Centre, between Botanic Road and Hall Lane is being promoted by Liverpool Land Development Company (a joint NWDA, English Partnerships and Liverpool City Council body) in conjunction with Liverpool City Council. A £17m proposal to improve the central and eastern section of Edge Lane is already prepared and about to start on site. Funding from developers, regeneration and other local funding sources are expected to finance these proposals. NWDA recognises the economic importance of improving access along this corridor which aims to reduce traffic congestion and community severance, improve the local town and streetscape and improve the accessibility of local businesses and communities. The scheme is also a vital part of the related regeneration project to support the delivery of the Housing Market Renewal Initiative. The scheme has received Provisional Approval and Orders have been made under the Highways Act and a CPO has been granted. The earliest start for the scheme will be October 2006.

Hall Lane Strategic Gateway

15.41   Hall Lane completes the main route into Liverpool City Centre from Edge Lane and the M62. Liverpool City Council is promoting the Hall Lane Improvement which would widen the available roadspace from single to dual carriageway in both directions between Edge Lane and Kensington. It would relieve localised congestion, as well as improving access to local employment sites and the Kensington New Deal for the Communities area. It forms part of the City Council's strategy to manage the circulation of traffic approaching the City Centre and is critical to the efficient movement of freight into and out of the city centre. The scheme will also support access to the Liverpool One development within the city centre.

15.42   Liverpool City Council has secured Provisional Approval for this scheme and has made orders under the Highways Act and a CPO. However, these orders have to be subjected to a Public Inquiry before they can be confirmed by the Secretary of State. The Public Inquiry opened in October 2005 but had to be adjourned in November 2005 because many of the traffic assumptions are linked to the Merseytram Line 1 scheme and will now require re-evaluation. For this reason the Public Inquiry has been adjourned until June 2006. The Merseyside partners remain committed to the delivery of this scheme as an LTP Major scheme. The NWDA recognise the economic importance of the corridor and it complements their existing investment in Edge Lane, and supports their policy of improving strategic access to the regions urban centres on the motorway network, and access to the conurbation cores. It also appears in the first quartile in the Regional Funding Allocation appraisal process.

Thornton-Switch Island Link

15.43   Sefton Metropolitan Borough Council has been assessing a single carriageway link road from Switch Island to A565 Southport Road. The scheme is intended to relieve congestion on the A5036 Trunk Road, Green Lane, Lydiate Lane and the Northern Perimeter Road and lead to local environmental improvements. It will also improve access to Southport and the ports.

15.44   The scheme is now likely to be reviewed in the light of considering improved access to the Mersey Ports at Seaforth, considered to be a priority by the RES and Northern Way initiative. Policies in support of Port development are anticipated from the NWDA.

15.45   Further work on the technical specification of the scheme and its economic case needs to be undertaken before a Major Scheme funding bid can be made. We anticipate a bid for funding being made during the period of this LTP.

Liverpool John Lennon Airport Eastern Link Road

15.46   The masterplan for Liverpool John Lennon Airport has identified that a new link road from the A5300/A562 junction will improve access to/from the Airport and thus help facilitate the Airport's growth while reducing any congestion problems such growth may bring. This scheme has been described in Chapter 7 and it is anticipated that this proposal will be funded by the private-sector and appropriate public funding sources, but financed with no recourse to LTP or Major Scheme funding.

Emerging Major Schemes

City Centre Low Emission Zone

15.47   Studies by a specialist consultant have identified and quantified the effect of a series of interventions on the current AQMA which covers much of Liverpool City Centre. Several initiatives can be seen to have a positive effect on air quality but the most effective would be the introduction of a Low Emission Zone (LEZ) to include the AQMA. Consideration of this option is still at an early stage but will continue, and if pursued, it is estimated it will cost in the region of £15m and would therefore need to be considered for major scheme funding. See Chapter 8 for further background.

Intelligent Transport System

15.48   Work has been progressing, initially based around Liverpool, to develop an intelligent transport system capable of helping the Merseyside Partners and the Highways Agency to fulfil their duties under the Traffic Management Act and improve conditions for the transportation of people and goods in the Greater Merseyside Region. See Chapter 6 for further background.

The strategic goals of such a system would be to:
(a) maintain and enhance the vitality and prosperity of the Region as a retail, commercial, employment and leisure centre;
(b) improve the operation, efficiency and effectiveness of its strategic road network;
(c) improve the quality and reliability of traffic and travel information to stakeholders, the public and media;
(d) improve the safety of all road users;
(e) reduce delays to road users generally and during planned and unplanned events;
(f) reduce the impact of road based transport on the environment.

15.49   The details of the scheme are still being discussed with potential partners but the total cost involved is likely to be between £5m and £10m.

Access to Mersey Ports

15.50   The regional and national importance of the Mersey Ports has been confirmed through the port studies commissioned by both the NWDA and Northern Way. The reports identify specific shortfalls in access provision over the coming years. Schemes have been developed to overcome some of these shortfalls (A5036 improvements Switch Island – Thornton and Olive Mount Chord). However the Mersey ports comprise various separate sites which range from Seaforth Docks (Sefton) to Garston (Liverpool) and Birkenhead (Wirral). Liverpool John Lennon Airport can also be included in this overall ports grouping, providing the concept of a Merseyside 'superport'. Each contributes to the overall service offer, and each has access limitations which could constrain their growth and regeneration potential. A comprehensive package of access improvements will be developed to deliver the necessary capacity with a balance between road and rail, which will support the growth of Mersey ports in a sustainable manner. As has been described earlier, discussions are ongoing with NWDA about this proposal as a potential TIF scheme under the productivity strand.

Highways Agency Proposals

15.51   There are a number of road improvements in Merseyside being promoted by the Highways Agency. While these will be funded by the Highways Agency each will contribute to the attainment of the Partners' long term strategy and their LTP objectives. These are:
   • Bidston Moss Viaduct M53 junction 1 - The Highways Agency is working with Wirral Council and Mersey Tunnels to determine the optimum improvement for this strategic highway structure which is currently subject to a 3 tonne weight restriction. It is imperative that funding will be made available to both Wirral and the Highways Agency in order to co-ordinate the jointly funded scheme when appropriate (**further details are contained in Chapter 12**). This scheme is in the first quartile of the RFA appraisal list.
   • Switch Island Highway Improvement – this scheme is to improve the M57/M58/A5036/A59 junction at Switch Island. It will reduce congestion, improve pedestrian and cycle facilities, reduce air and noise pollution and reduce accidents. Draft Orders for the scheme were published by the Highway Agency in August 2004 and work has now started.
   • Tarbock Interchange M62 Junction 6 Improvements – design work is currently underway to reduce congestion at the M62/M57 junction. This junction regularly experiences traffic blocking back onto the M62. As well as reducing congestion with consequent economic and environmental benefits, it will improve road safety. Improvements at Junction 6 would improve road access to the Airport and the Port from the M62.

- M56/A5117 Queensferry Road – also known as the A5117 Deeside Park Junctions Improvements, this proposal would enhance the A550/A5117 between Deeside Park and the M56. It would involve grade separating three junctions. Draft Orders were published by the Highways Agency in March 2005. The scheme is intended to reduce congestion, improve safety and improve facilities for pedestrians, as well as promote local regeneration.

Proposals in Neighbouring Authorities

15.52   There are a number of other proposals in neighbouring authorities which are supported by the Merseyside Partners as it is considered they will contribute to the LCRDP, the Merseyside Action Plan and our LTP objectives. These are:
- The Mersey Gateway: A second Mersey Crossing at Runcorn.
  This scheme is being promoted by Halton District Council. It will relieve congestion on the existing Silver Jubilee Bridge, a key access route to Merseyside and is seen by the Merseyside Partners as important for promoting regeneration in Merseyside and in particular, in improving surface access to Liverpool John Lennon Airport and the Mersey Ports.
- Restoration of the Halton Curve.
  A proposal to reinstate a double-track link between the Warrington to Chester Line and the West Coast Main Line. It would facilitate new passenger services to run from North Wales/Chester to Liverpool Lime Street via Liverpool South Parkway. This scheme is located within Halton but the majority of the benefits come to Merseyside. Merseytravel will therefore act as the client for this scheme and work with Halton and its other partners to develop the technical, operational and financial and economic case for the restoration of the curve.
- Ormskirk Bypass.
  Lancashire County Council is currently developing the technical and economic case for a bypass of Ormskirk. Poor local access is considered a significant barrier to the revitalisation of Southport. By relieving congestion on the A570, the Merseyside Partners consider that a bypass will improve accessibility to Southport and assist with Southport's aspiration to create a 'Classic' resort.

15.53   We also support examining a number of possible longer term rail proposals:
- Restoration of the Burscough Curves.
  This will offer the potential for rail services to run from Southport to Liverpool via Ormskirk and Southport to Preston. Working with neighbouring authorities, Merseytravel will support the development of the operational, technical, financial and economic case for restoration of the Burscough Curves and the introduction of new rail services. Subject to the findings of such work, Merseytravel will work with its neighbours to promote the preferred option.
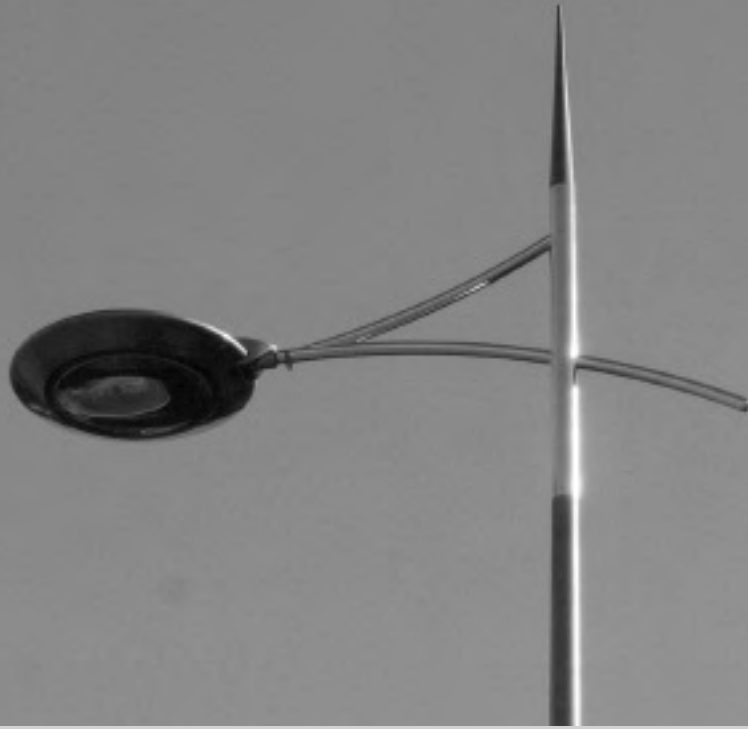
Local Transport Plan - Glossary of Terms

LOCAL TRANSPORT PLAN

M E R S E Y S I D E

Glossary

ACL	Advanced Vehicle Location Technology
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
ASAS	Airport Surface Access Strategy
BESS	Business Employment and Support Strategy
CATCH	Advanced Vehicle Location Technology
CCMS	City Centre Movement Strategy
CDRP	Crime and Disorder Reduction Partnership
CRDP	City Region Development Plan
DDA	Disability Discrimination Act
DRT	Demand Responsive Transport
ERDF	European Regional Development Fund
GIS	Geographic Information System
GONW	Government Office for the North West
GVA	Gross Value Added
HAMP	Highways Asset Management Plan
HIA	Health Impact Assessment
HMRI	Housing Market Renewal Initiative
IRIS	Incident Reporting System
JCP	Jobcentre Plus
JET	Job, Education and Training
KSI	Killed or Seriously Injured
LCR	Liverpool City Region
LCRDP	Liverpool City Region Development Plan
LDF	Local Development Framework
LEZ	Low Emissions Zone
LIFT	Local Improvement Finance Trust
LJLA	Liverpool John Lennon Airport

LPA	Local Planning Authority
LSC	Learning and Skills Council
LSP	Local Strategic Partnership
MAP	Merseyside Action Plan
MDA	Mersey Dee Alliance
MDHC	Mersey Docks and Harbour Company
MER	Merseyside Economic Review
MPTG	Merseyside Pathways Transport Group
MSIO	Merseyside Social Inclusion Observatory
MTTS	Merseyside Taxi Training Strategy
NETA	North European Trade Axis
NRF	Neighbourhood Renewal Funding
NTC	Neighbourhood Travel Co-ordinator
NTEM	National Trip End Model
NWDA	North West Development Agency
NWRA	North West Regional Assembly
ODPM	Office of the Deputy Prime Minister
ONS	Office of National Statistics
PCT	Primary Care Trust
PNR	Private Non Residential
PSDA	Paradise Street Development Area
QBC	Quality Bus Contract
RES	Regional Economic Strategy
RFA	Regional Funding Allocation
RHS	Regional Housing Strategy
ROW	Rights of Way
ROWIP	Rights of Way Improvement Plan
RSS	Regional Spatial Strategy

Glossary

RTI	Real Time Information
RTS	Regional Transport Strategy
RUH	Road User Hierarchy
SA	Sustainability Appraisal
SAP	Strategic Accessibility Partnership
SEA	Strategic Environmental Assessment
SIA	Strategic Investment Areas
SIPTN	Single Integrated Public Transport Network
SMS	Short Message System
SPD	Supplementary Planning Document
SRB	Single Regeneration Budget
STAR	Strategic Area Review
STM	Strategic Transport Model
STP	School Travel Plans
SVD	Selective Vehicle Detection
TAMP	Transport Asset Management Plan
TIF	Transport Innovation Fund
TMA	Traffic Management Act
TMP	The Mersey Partnership
TTRO	Temporary Traffic Regulation Order
UDP	Unitary Development Plan
USA	Update and Screening of Air
UTMC	Urban Traffic Management Control
VMS	Variable Message Signing

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- Making Residential Travel Plans Work: Good Practice Guidelines
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Further info

We can also offer a range of options, eg. presentations, braille, audiotape, large print. Please contact the LTPSU.

If you would like further information on the Merseyside LTP in an alternative language, then please tick the relevant box.

إذا لديك الرغبة فى الحصول على المزيد من المعلومات عن خطة المواصلات المحلية باللغة العربية، الرجاء وضع علامة (√) داخل الصندوق.	☐ Arabic
স্থানীয় পরিবহন (ট্রান্সপোর্ট) পরিকল্পনার আরো বিস্তারিত তথ্য যদি আপনি বাংলা ভাষায় চান তবে অনুগ্রহ করে ডান দিকের বাক্সে টিক দিন।	☐ Bengali
若是您想索取「本地交通計劃」的中文資料，請在空格內劃 ✓。	☐ Chinese
Haddii aad jeclaan laheyd wargelin dheeraad ah oo Qorshaha Gaadiidka Goobta ku saabsan oo af Soomaali ku qoran, fadlan sax sanduuqa.	☐ Somali
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The report is available on the Local Transport Plan website:
www.transportmerseyside.org