



A New Mobility Culture for Merseyside

The third Local Transport Plan for Merseyside

Part One The Strategy - Overview

A city region, committed to a low carbon future which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.

LOCAL TRANSPORT PLAN
MERSEYSIDE



Public
Transport



Goods



Walking



Cycling



Traffic

Our third Local Transport Plan (LTP) marks the end of a long and inclusive process designed to set out the best possible strategy for enhancing and improving transport for Merseyside.

We continue to plan in uncertain and volatile times. The effects of the recent recession and its possible longer term financial impacts locally mean that forecasting remains more fraught with difficulty than normal. This third Plan makes our best estimates for the future, based on all the available evidence we have gathered. It is however, only a reflection of where we currently find ourselves. It will need constant review and updating to reflect changing circumstances.

We were gratified by the level of interest shown during our two periods of consultation in 2010. Working in partnership, not only with the local authorities and major stakeholders such as the transport operators and business interests, but also the community sector and local interest groups has always marked the way we have achieved success. That platform will stand us in good stead over the next few years.

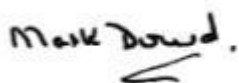
This is more important than ever, given the much reduced levels of funding we now have at our disposal. We will be starting to implement LTP3 with only one third of the funding with which we started the final year of LTP2. The scale of the challenge we all face to ensure Merseyside has the transport network that will support its future growth, reduce its carbon output and help improve the health and wellbeing of its residents is therefore great.

We recognise the need to change the way we work. That is why we set out in this LTP the need for a new mobility culture. By this we mean, the need to find better ways of matching our transport network with new developments, new and smarter ways of travelling around and delivering transport services that ensure the efficient movement of people and goods.

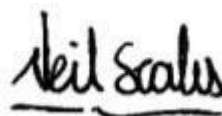
This cannot be achieved by the Merseyside Transport Partnership (MTP) working in isolation, but must embrace all our stakeholders. That is why a constant theme in this LTP is the need to work with partners and stakeholders to address common objectives

In the short term at least, it will be difficult to deliver some of our ambitions. But the Government has recognised the importance of continuing transport investment through recent decisions to electrify the rail lines to Manchester and Wigan and to support the Thornton/Switch Island link in Sefton and Mersey Gateway in Halton. We will continue to work with Government for more investment and with partners and stakeholders to examine ways and means of securing the right level of investment for Merseyside.

Our LTP sets out a Vision and Strategy that will guide us for the future.



Mark Dowd OBE
Chair of Merseyside Integrated
Transport Authority



Neil Scales OBE
Chief Executive & Director General, Merseytravel
Chair of Merseyside Transport Partnership

Our Partners



Halton and St Helens



The Chartered Institute of Logistics and Transport (UK)



HM Partnerships
Innovators in Public Health

Faiths4Change



UNIVERSITY OF
LIVERPOOL

The Royal Liverpool and
Broadgreen University Hospitals
NHS Trust



Merseyside
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Federation of Small Businesses
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Stagecoach MERSEYSIDE



Bradbury Fields
services for blind
and partially sighted people



LIVERPOOL
ONE
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DEVELOPING THE ECONOMY
OF THE LIVERPOOL CITY REGION



Cheshire West
and Chester



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Other supporting reports/documents such as Challenges & Opportunities, the draft Preferred Strategy for LTP3, LTP3 Evidence Base, MAA and surveys such as the Countywide Survey are available to download from www.TransportMerseyside.org

The annexes listed above are available to download alongside an electronic copy of this document from www.TransportMerseyside.org



Summary

Introduction

1. Responsibility for the LTP rests with the Integrated Transport Authority (ITA), but is developed and delivered in close collaboration with the five Merseyside local authorities, who together with Merseytravel form the Merseyside Transport Partnership. The LTP provides the transport strategy and plans for the county of Merseyside.
2. The Liverpool City Region (LCR) is made up of the five Merseyside local authorities and Halton Council. Halton have their own LTP ^(Ref 1), but there has been close collaboration across the city region so that the two LTPs provide a united approach for the future development of the city region's transport needs.
3. The introduction of the third LTP marks the end of a sustained period of evidence gathering and consultation to help us find the best strategy for the future. We issued *Challenges and Opportunities*, ^(Ref 2) for initial consultation in March 2010 and this was followed in September with the draft Preferred Strategy ^(Ref 3). We had high levels of interest throughout this period and published our Options Review ^(Ref 4) in January 2011, setting out the final issues that needed to be considered for the LTP.

The LTP is in three parts:-

- Part One sets out our Strategy and summarises our overall approach and technical appraisal.
- Part Two provides a more detailed explanation as to how we aim to deliver against the Goals we have set to support the Strategy.
- Part Three is the Implementation Plan setting out the programmes that the Merseyside Transport Partnership, made up of the five local authorities and Merseytravel, plan to deliver over the next four years. In addition, there are a number of supporting technical annexes and extensive evidence base that underpin our plans.

The technical annexes are listed below:-

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| Annexe One | Supporting Local Strategic Partnerships |
| Annexe Two | Possible funding sources |
| Annexe Three | Forecasting and modelling |
| Annexe Four | Freight Strategy |
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| Annexe Fourteen | Integrated Assessment |
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In addition there are a large number of monitoring and research reports. A summary of the main findings is provided as an annexe to this summary.

All documents can be viewed from 1st April, 2011 at:-

www.TransportMerseyside.org

The Headlines

The statutory framework

4. This LTP provides the statutory framework for the policies and plans that will guide the future provision of transport in Merseyside.
5. The Government has now set its course. We have a new policy framework within which we have set our third LTP. Critically, we also now know that levels of funding are well below what we planned for in the draft Preferred Strategy ^(Ref 3). We start the third LTP period with about a third of the funding we enjoyed in the last year of LTP2.
6. The new Local Transport White Paper, '*Creating Growth, Cutting Carbon*' ^(Ref 5), has demonstrated the Government's continuing commitment to addressing the twin peaks of providing a transport system that supports sustainable economic growth whilst addressing carbon reduction. These are entirely consistent with our local priorities, alongside promoting and improving health and wellbeing, in order to address inequality and social exclusion.

Vision, Goals and Actions

7. The LTP is set within the context of the vision for the Liverpool City Region:-

'To establish our status as a thriving international city region by 2030'

8. Our vision for our transport network is:-

A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.

9. In order to meet our challenges and maximise our opportunities, we believe that we have to use our past successes as a springboard for a new approach and create **a new Mobility Culture** that recognises the need to find new and smarter ways of travelling around and ensuring the efficient movement of people and goods, in order to support sustainable economic growth, reduce carbon emissions and promote health and wellbeing.
10. In order to support the city region and achieve our transport vision we have set six goals.

One - Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.

Two - Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.

Three - Ensure the transport system promotes and enables improved health and wellbeing and road safety.

Four - Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.

Five - Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.

Six - Maintain our assets to a high standard.

Please note all goals have equal status.

Part Two provides greater detail of how the Strategy will deliver our six goals.

11. Within the context of our longer term Strategy and current funding levels, the priorities for the period until 2014/15 are:-
 - (a) **Prioritise maintenance programmes.** This will meet the priorities of the LCR by ensuring that the network allows for the efficient movement of people and goods, provides a safe environment for vulnerable members of the community and encourages cycling and walking. It must also become more resilient to extreme weather.
 - (b) **Expand the range of public transport services including examining the role of other providers.** This could expand service availability and seek to continue initiatives such as Neighbourhood Travel Co-ordinators. It will also see the introduction of Statutory Quality Partnerships (SQP) on key bus corridors. These measures will also have a direct impact in disadvantaged areas, creating greater opportunities to travel, access employment and foster wellbeing.
 - (c) **Begin to implement the next generation of technology.** This will improve information systems for all users and will maintain free flowing networks, increase journey opportunities and integrate a wide range of transport uses. The introduction of smart cards will offer a range of benefits to a wide spectrum of users.

- (d) **Work with the Freight Quality Partnership (FQP) and other parties to develop and enhance the freight and logistics network.** This will strengthen Merseyside's competitiveness, support SuperPort and access to the Port, reduce the impact of freight movement on local communities, promote the use of rail and make a major contribution to reducing carbon outputs.
 - (e) **Implement the Active Travel Strategy.** This will improve and expand facilities to encourage cycling and walking, which will have major health benefits, contribute to reducing carbon and increase accessibility to employment and services.
 - (f) **Implement the Low Emissions Strategy.** This will reduce carbon emissions, improve air quality and health and provide a stimulus to the creation of new jobs in support of the low carbon economy.
 - (g) **Increase promotion of sustainable travel and behaviour change and support the Decade of Health and Wellbeing.** This will reinforce the advantages of change to create a healthier and low carbon Merseyside and develop the foundations for the area to join other sustainable and successful city regions.
 - (h) **Confirm the role of the Road Safety Partnership and introduce measures to control excessive speed on the highway network.** This will sustain the high quality enforcement delivered by Merseyside Police in recent years and by the introduction of an extensive network of low speed zones, create safer roads, encourage more cycling and walking and therefore improve health.
12. The Strategy must also take a longer look forward, so we will undertake the following as part of our planning for the period from 2015 to address change and potential new major proposals.
- (a) **Fully integrating the LTP with the Local Development Frameworks (LDF) and Community Strategies.** This will provide a robust planning framework linking transport and future developments, (potentially through Infrastructure Development Plans (IDP) in ways that can ensure the right level and scale of investment, reduce long distance travel, improve accessibility and provide a framework for future funding.
 - (b) **Prepare a complementary strategy that seeks to reduce reliance on oil.** This will set out how we can make the transport system more resilient to rising fuel prices and insecurity of supply, but which will also assist in addressing carbon emissions and encouraging a low carbon economy.
 - (c) **Collaboration and co-operation.** Work with planners and developers to improve existing assets and reduce reliance on transport capital solutions.

- (d) **Maximise funding opportunities.** Work with the private sector, operators and other agencies to achieve our ambitions and take an innovative approach to ensure clever use of available resources including pooling and sharing, in pursuit of shared objectives.

Impacts assessment

- 13. The LTP has been subject to a statutory Impacts Assessment. In overall terms, this has concluded that LTP3 is likely to have a positive effect on the environment, equalities and health, although some measures will have an effect in areas such as land take, habitat loss, waste generation and resource use. In these cases mitigation measures to take forward will include appropriate design, construction, operation and maintenance measures.

How the LTP will support our main priorities

- 14. The following table summarises the main ways that we believe the Strategy and actions set out in this LTP will help address our three overarching priorities.

| Supporting sustainable economic growth | Addressing carbon reduction in Merseyside | Supporting health and wellbeing |
|--|--|--|
| <ul style="list-style-type: none"> We will ensure this LTP forms the basis of considerations by the city region and the Local Enterprise Partnership (LEP) for future transport demands and requirements to meet the city region priorities. We will seek to work with the LEP and Department for Transport (DfT) in determining priorities as set out in the Local Transport and Local Growth White Papers. This will include consideration of measures and funding to support the transformational programmes and other priorities brought forward by the LEP and LCR. We will work with partners to produce a clear strategy to reduce reliance on oil and cheap fossil fuels. Reducing the reliance on fossil fuels for transport will insulate local businesses and public services against rising fuel prices, which are anticipated to cost the area an additional £260 million per year by 2024. | <ul style="list-style-type: none"> We will reduce carbon emissions by addressing the three elements of transport transformation, which are; vehicles, fuels and mobility. To do this we are investigating innovative ways of incentivising the use of environmentally friendly vehicles, for example by charging differential fees for low emission vehicles at Merseytravel bus stations and using procurement policies to favour suppliers with less polluting vehicles. We are also working with businesses to improve awareness of the financial saving potential of purchasing highly efficient vehicles and supporting them to make that change. In developing a strategy to identify the future fuels requirements of business, communities and public transport operators and planning for how this infrastructure could be delivered, the LTP will enable the prompt uptake of new low carbon technologies. | <ul style="list-style-type: none"> LTP will support Decade of Health and Wellbeing, by assisting cross sector working that can bring about fundamental changes to Merseyside's health and wellbeing. Measures to support sustainable economic growth and address carbon emissions will be fundamental to this approach in drawing together our proposals with housing, health and planning in ways that can provide a healthy high quality environment. The LTP will support the city region priorities within the framework of good planning systems that will help to provide developments that encourage non car transport and use of sustainable modes. We will address inequalities and wellbeing by seeking to ensure equal access to jobs, education health and other key opportunities. This will provide particular benefits in our most disadvantaged communities. |

| Supporting sustainable economic growth | Addressing carbon reduction in Merseyside | Supporting health and wellbeing |
|---|--|---|
| <ul style="list-style-type: none"> We will link LTP closely to local authority planning regimes, particularly the LDFs, to ensure land use and locational choices are linked to existing transport assets and seek to reduce unnecessary and lengthy journeys. We will plan for the future by working with the private sector to ensure future transport demands are taken fully into account in future developments such as Liverpool and Wirral Waters and Post Panamax development at Seaforth. (In doing so we will expect realistic planning assumptions in line with this Plan). We will continue to manage congestion and overcrowding and improve journey reliability both on the highway and public transport network. To help us achieve this we will make targeted investments to improve capacity and efficiency through measures such as better information systems, vehicle detection, smart cards and selective infrastructure measures. | <ul style="list-style-type: none"> This will help stimulate the local economy and make clear links with the transformational programme around the low carbon economy. We will work closely with the emerging strategies for Green Infrastructure to offer further means by which good planning and new technology will stimulate business growth, reduce carbon and improve health. We will work to change the way that transport is planned, so that sustainable modes become the option of choice and are available to all. The new mobility culture sets out our vision for a transport system which is integrated with housing, planning, health and environmental policies. To achieve this we will continue to promote smarter choices via TravelWise and our Active Travel Strategy which help to promote and increase the use of the lowest carbon modes of transport. | <ul style="list-style-type: none"> We will work to ensure that we fully meet our equalities requirements across all members of the community. We will aim to provide more than the basic requirements. We will continue to strive for equality of travel opportunity by working with programmes such as the City Employment and Skills Strategy and with the LCR Child Poverty and Improving Life Chances Commission and associated Child Poverty and Improving Life Chances Strategy. We will particularly look to ensure a new generation of travel information ensures everybody has equal access to service provision. We will continue to work with operators and other partners to examine means by which we can reduce the cost of travel. Travelsafe will continue to ensure that fear for personal security does not produce a barrier to travel particularly in accessing work and education. We will implement a range of measures that can mitigate the worst |

| Supporting sustainable economic growth | Addressing carbon reduction in Merseyside | Supporting health and wellbeing |
|---|--|---|
| <ul style="list-style-type: none"> We will continue to work with the private sector and the Chambers of Commerce to ensure efficient movement for the freight and logistics industry through our FQP. We will help business by seeking to ensure good access to employment through a range of initiatives including collaboration with the City Employment Strategy (CES) and in doing so improve the pool of labour and open up new opportunities to those seeking work. Our focus on disadvantaged communities will help address worklessness, help growth and open up opportunities to work education and health and address social inclusion. In addressing our local priorities to reduce carbon outputs from the transport sector we will help growth by opening up opportunities in new low carbon transport technologies. | <ul style="list-style-type: none"> Measures to improve the public transport network will improve customer satisfaction, reliability and availability, making it a more natural choice for more people. We will strive to reduce levels of stationary and slow-moving traffic which produce greater levels of carbon emissions by continuing to manage congestion. This in turn will help improve air quality. We are ensuring, as a priority, that we reduce carbon emissions from our own operations by taking opportunities to improve the energy efficiency of street lighting and signage, traffic signals and buildings. We will bring forward further proposals to examine impacts that could result from future fossil fuel shortages in our 'Peak oil' proposals. A clean, green and sustainable city region will help attract investment. | <p>impacts of transport in our most disadvantaged areas.</p> <ul style="list-style-type: none"> We will seek to improve air quality, reduce noise, provide safer and higher quality street environments that will encourage walking and cycling that reduce congestion and carbon outputs and improve the health of the community. We will use our road hierarchy to examine and implement low speed zones where appropriate in order to create people friendly streets that reduce accidents, encourage active travel and improve the urban environment. We will work with proposals for implementing green infrastructure programmes. We will continue to develop our public rights of way. We will use our TravelWise programme and revised Active Travel Strategy to promote behaviour change and smarter choices particularly in areas such as cycling and walking. |

15. Full details of our proposed actions are provided in the tables at the end of Part One.
16. Our Strategy for the new mobility culture is about effecting a change to reach our vision, for a sustainable and equitable transport network, as the table below summarises.

The sustainable and equitable transport network

| Factor | Business as usual – Unsustainable | New mobility culture – a sustainable transport network. |
|--|--|--|
| Transport volume | High numbers of trips and longer trip distances. | Demand for travel is reduced and journeys are short. |
| Transport modes | Reliance on private motorised transport for passengers. This has major adverse health impacts. | High numbers of trips are made by public or non-motorised transport and freight is carried by rail and other low-carbon modes. Active travel encourages improved health. |
| Technology | Vehicles rely on inefficient fossil-fuels, network is inefficiently managed. | Low carbon vehicle technologies are mainstreamed. |
| Transport pricing | The price paid by users does not cover the full costs; pollution, air quality, road accidents – encouraging motorised vehicle use. | The price paid by transport users reflects true costs and encourages environmentally friendly alternatives. |
| Resilience to climate change/peak oil | Transport systems are highly vulnerable to changes in the climate and reduced oil supplies. | Transport assets are developed in a way that is resilient towards changes in climate and reduced oil supplies. |

Based on Institute for Transport and Development Policy, August 2010

The critical role of transport

Maximising opportunities

17. We want the Liverpool City Region to be a vibrant, economically successful, low carbon city region which improves quality of life for all residents. This reinforces the importance of synergies between, not only, our transport policies but with wider policy areas. Therefore we need to identify policies and measures that can add significantly to this overarching objective by contributing to as many different strands as possible and all at the same time.
18. All the evidence suggests that sustainable cities are successful cities. They are able to attract inward investment because they have high quality environments, skills, health and wellbeing. Cities like Copenhagen, Vancouver and Hamburg are places most other cities would aspire to be like.
19. Successful world cities have grasped the notion that having high levels of cycling, walking and public transport use is a sign of prosperity and wellbeing. The recently published, *'Building the low carbon economy on Merseyside'*^(Ref 6) has confirmed this and shown how most of the report's sixteen exemplar cities who are building low carbon economies are also pursuing sustainable transport development. They in turn continue to thrive as they become magnets for inward investment based on their high quality of life. We believe Merseyside has the opportunity to grasp the opportunities through a similar approach.
20. The evidence therefore provides a compelling case that acting together to address climate change, can drive sustainable economic growth, promote health and wellbeing and create attractive environments, exploiting Merseyside's many natural and built attributes in ways that begins to emulate the world's successful cities.

Meeting common objectives

21. A report by the Cabinet Office and DfT^(Ref 7) set out the importance of good urban transport and how it could have triple benefits across health, regeneration and urban environments. We believe the impacts are even more wide ranging, but in order to achieve such gains we want our strategy and policies to work very hard and to deliver on multiple objectives. Any one measure, policy or intervention must explicitly deliver concrete result on as many headline themes as possible.
22. This is also about Value for Money (VFM) and synergy and these are two strong organising principles especially in a period of budget cuts and major reductions in local transport funding.
23. In relation to transport, Sir David King, former Chief Scientific Advisor to the Government has noted,^(Ref 8) that as well as technological change and innovation;

*'we will also need to go beyond the designs of the vehicles and fuels themselves and look at changing urban design, buildings and improving mass transportation systems and changing the ways people drive. This of course is independent of the additional but pressing imperative to reduce carbon emissions and prevent dangerous climate change. **Put the two together and the case for change becomes overwhelming**'.*

24. The Marmot report *Fair Society, Healthy Lives*^(Ref 9) states specifically the need to link transport, housing, planning and describes how in;

'creating and developing sustainable places and communities, many policies which would help mitigate climate change would also help reduce health inequalities – for instance more walking cycling and green spaces'

Sustainable economic growth

Cities that meet the challenge of sustainability will leap ahead of others by attracting people who demand a healthy and culturally-rich lifestyle^(Ref 10)

Our Cities Ourselves: 10 Principles for Transport in Urban Life
Institute for Transportation & Development Policy, June 2010

25. If we start from the position laid out by Sir David King, we believe that the policies we set out later to address climate change and plan for a transport system less dependent on oil, will also play a major role in securing increasing economic growth, not only by creating the sort of environment set out above, but in helping to create opportunities in new transport technologies. Through developing initiatives such as the LCR's bid to Plugged in Places;^(Ref 11) or working toward a carbon neutral rail network, we will be contributing directly to the city regions aspirations for a low carbon economy. There are major opportunities to work with the regions two motor manufacturers to develop new vehicle technologies.
26. This final element in creating a virtuous circle that embraces and links economic growth, climate change and health and wellbeing is confirmed by the Governments recent White paper, *'Local Growth ensuring every places' opportunity*^(Ref 5) which sets out the following:-

The role of transport in growth

The transport sector itself, through the research and development of innovative transport technologies, is working to develop the new skills and jobs that will be needed to support a low carbon economy in the future. The Government is committed to investing in future transport infrastructure and has taken the hard decisions about priorities, to secure the transport investment that will support the national economic recovery.

Transport plays a crucial role in supporting economic development and creating the opportunities for growth. Millions of people every day rely on our transport networks to go to work and to access essential services, such as hospitals and schools. Businesses rely on our national and international connectivity to offer services and deliver goods and to drive growth opportunities across different sectors and in different places.

Strategy and Implementation

A new landscape

27. Although there is the welcome introduction of the Local Sustainable Transport Fund, (LSTF), ^(Ref 12) and the possibility of additional funding from other new initiatives such as the Regional Growth Fund (RGF) ^(Ref 13), funding overall is much reduced from that which we have enjoyed over the past 10 years. It is clear that our ability to deliver the Vision and Goals we have set within this LTP will be severely affected, at least in the short term.
28. The Government has presented us with new challenges and opportunities beyond just financial constraints. The regional structures provided by Government Office for the North West and the North West Regional Development Agency ^(Ref 14), have been dismantled and replaced with LEPs ^(Ref 15), which, along with localism and the Big Society, ^(Ref 16) set out new and radical ways of working at the local level.

Challenges and Opportunities

29. There are approximately 4 million trips starting and finishing in Merseyside every day. This presents a huge and diverse challenge to meet the many competing transport demands. The City Centre represents the single most concentrated location for trips and it is important we secure its long term wealth and vitality as the key economic driver of the city region. However, we must also address the fact that large numbers of trips are taking place across Merseyside and for a wide range of purposes; freight and accessing education are particularly important.
30. Our Vision and Goals reiterate the clear need, in line with Government policy, to both support the sustainable economic growth of Merseyside and to address climate change by reducing transport's carbon output. They also support and promote our commitment to help improve and promote health and wellbeing in order to address inequality and social exclusion. We have a major commitment to support the Decade of Health and Wellbeing launched in January 2011 ^(Ref 17).
31. To achieve our aims we must have policies and plans that meet multiple objectives. We also explain our concerns regarding the security of future oil supplies, as we believe these issues must be addressed in tandem with the drive for sustainable economic growth and our proposals for a low carbon economy. Recent concerns over the price of fuel have reinforced this imperative.
32. We believe our Vision and Goals and our ambitions for a new mobility culture are the right ones for Merseyside because we have to change how we plan, provide and promote future transport provision. We also believe that a time of fiscal constraint is not a time for retrenchment, but one for bold and innovative actions to achieve multiple objectives, by pooling resources and expertise across a wide number of policy areas.

33. The previous ten years have seen considerable development of the local transport network. Similar levels of investment are unlikely for the foreseeable future, but we have a lasting legacy of a modern and extensive rail and bus system. The Government's commitment to electrify the lines to Manchester and Wigan will offer further significant improvements. Likewise the highways network has also seen extensive improvements through recent major schemes such as Edge Lane and the completion of Hall Lane. Further improvements are planned with the Government's support to the Thornton - Switch Island link and Mersey Gateway schemes.
34. Despite this, evidence still points clearly to Merseyside being delineated by mobility rich and mobility poor communities, where lack of transport choice is having a major impact on inequalities and access to jobs and opportunities. A major imperative for our plans is therefore improving equality of travel opportunity for all but in a way that is part of a truly sustainable approach.

Future prospects

35. For Merseyside, in common with most other areas, future economic growth and development may be less easily achieved than in the recent past, at least in the short term. LTP looks forward as far as 2024, but nobody can be clear about what sort of world we will be living in then. That is why the LTP also sets out clear proposals, through the Implementation Plan for the shorter term to 2014/15. We must be flexible in our approach to take account of inevitable change and constantly review our proposals and plans.
36. There are real hopes that there will be major developments at locations such as Liverpool and Wirral Waters and the Port of Liverpool. At the moment plans for these developments remain uncertain in terms of scale and timescales.
37. Wirral Waters has obtained outline planning consent. The phasing has not been confirmed but the extent of the transport infrastructure has been agreed and will be brought forward in line with stages of development for delivery up to 2030. The Port of Liverpool plans for the post Panamax facility at Seaforth are now being taken forward by Peel Ports ^(Ref 18). The new facility is anticipated to generate additional freight traffic and the recently completed Port Access study will inform the Port Masterplan currently under development ^(Ref 19).
38. Our Strategy is therefore designed to be flexible in its approach and to ensure that appropriate transport measures are put in place to support these developments at the right time.

A new Mobility Culture

39. A new Mobility Culture means developing a transport system which supports the objectives and aspirations of all communities and stakeholders across Merseyside. It is about developing a transport system that provides real sustainable options and which supports the continuing regeneration and economic development of the city region.

Summary

40. However, the new Mobility Culture goes further than that; it is also about equality. It is about delivering a transport system which ensures that people have more equal access to employment opportunities, education and health facilities and to leisure, cultural and sporting resources. In this sense it goes beyond traditional transport planning and must be integrated with and support, health, environmental, education, housing and planning policies. The 2010 Year of Wellbeing has provided a clear example of how this approach can be taken forward ^(Ref 20). The recently launched Decade of Health and Wellbeing presents a real opportunity to deliver this over the lifetime of this LTP.
41. As Decade of Health and Wellbeing makes clear, to be successful it will require simultaneous action across the economy, health and environment if we are to build a community that is equal, prosperous green and healthy.
42. This process has been graphically explained by Dr. Ruth Hussey, Regional Director of Public Health, in the development tree approach illustrated below. This assumes that measures to improve the economy go hand in hand with measures to improve the environment and health. Not acting in any one of those areas will seriously damage the impact in the other sectors. This reinforces the need to work across sectors and seek multiple benefits from funding opportunities.



43. If we can get this approach right, transport will help to:-
 - (a) Create a resilient city region that will support a strong and vigorous internationally competitive economy at the same time as increasing its ability to deal with challenges in the future from climate change, increases in oil prices, interruptions in oil supply and economic down turns.
 - (b) Create a city region of opportunity where all sections of the community can make contact with as many goods and services as possible including jobs, training, education and social, leisure and recreational activities that increase quality of life.

- (c) Contribute to a low carbon city region that recognises the responsibilities of all cities to play a leadership role in carbon reduction and celebrates the opportunities this provides to create competitive and sustainable jobs in green technology industries and activities.
 - (d) Create a healthy city region where all transport options, including walking and cycling facilities link to spatial planning and send strong signals in support of high levels of physical activity.
 - (e) Create a high quality liveable city region that improves air quality, reduces noise levels and creates highly attractive public spaces and cultural offerings building on the achievements of the Capital of Culture.
44. We also believe that our approach will provide a critical input to emerging proposals arising from the 'Building the low carbon economy on Merseyside' report noted earlier, for Liverpool to seek to become European Green Capital. This is a proposal we support.

The Strategy

45. Our Strategy is grounded in our approach to placing transport firmly within the wider priorities and policies of the LCR and seeking common aims and goals with other partners and stakeholders to make the most of the resources we have and maximise the benefits to the people of Merseyside. This is a common thread running through this Strategy.
46. At the current time we are fully supportive of the rationale set out in the Local Transport White Paper, '*Creating Growth, Cutting Carbon*', of treating our Strategy as a package that works best together and where small scale interventions can have potentially disproportionate benefits.
47. In summary our Strategy is underpinned by three key principles:-
- (a) Demonstrate VFM, effectiveness and efficiency in a funding constrained environment;
 - (b) Address multiple objectives with other core policy areas to address common goals; and
 - (c) Undertake resilient planning to ensure capacity for future development and economic and policy and funding changes.

Forecasts and impacts of the Strategy

48. Longer term forecasting, particularly at the present time is an uncertain science. We have used the best evidence available to us at the time of writing, including shared and jointly agreed forecasts with local authorities about likely future economic development and housing projections. We say more about this in Chapter Four.
49. Results presented in the tables below show our primary “do minimum” and “final strategy” forecasts for Merseyside. Do minimum refers to a future where there is no additional transport investment over and above that already in place or committed. Therefore the do minimum does include committed schemes such as the Liverpool - Manchester/Wigan electrification and Thornton – Switch Island link road for example.

Do minimum forecasts of Merseyside transport demand (by time period and mode) for 2014 and 2024

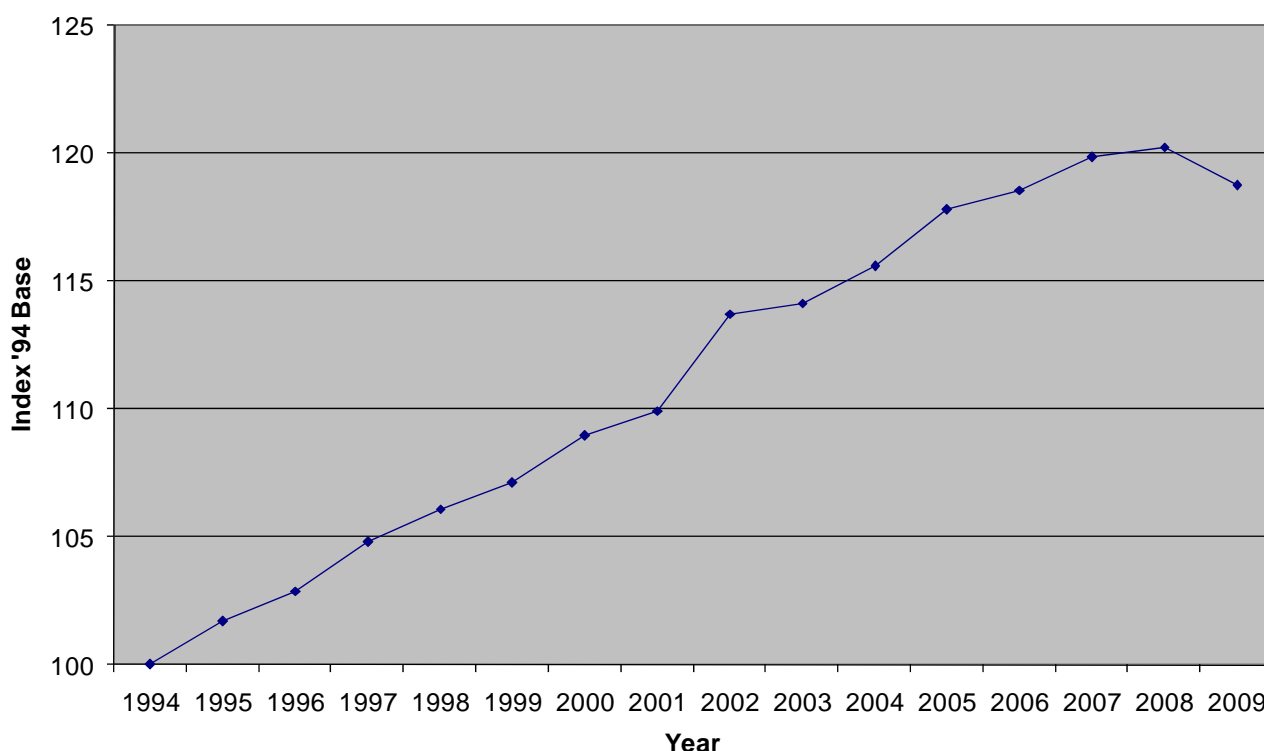
| Modelled Time Period | Year/Change | Highway Trips | Public Transport Trips |
|--------------------------------------|----------------|---------------|------------------------|
| AM Peak (8-9am) | 2008 | 218,705 | 61,758 |
| | Change to 2014 | 8% | -4% |
| | Change to 2024 | 23% | -7% |
| Inter Peak (average hr, 10am to 4pm) | 2008 | 151,801 | 43,631 |
| | Change to 2014 | 9% | -3% |
| | Change to 2024 | 27% | -3% |
| PM peak (5-6pm) | 2008 | 203,331 | 48,466 |
| | Change to 2014 | 9% | -3% |
| | Change to 2024 | 22% | -5% |

Final Strategy forecasts of Merseyside transport demand (by time period and mode) for 2014 and 2024

| Modelled Time Period | Year/Change | Highway Trips | Public Transport Trips |
|--------------------------------------|----------------|---------------|------------------------|
| AM Peak (8-9am) | 2008 | 218,705 | 61,758 |
| | Change to 2014 | 6% | 6% |
| | Change to 2024 | 20% | 1% |
| Inter Peak (average hr, 10am to 4pm) | 2008 | 151,801 | 43,631 |
| | Change to 2014 | 7% | 3% |
| | Change to 2024 | 24% | 3% |
| PM peak (5-6pm) | 2008 | 203,331 | 48,466 |
| | Change to 2014 | 7% | 6% |
| | Change to 2024 | 20% | 3% |

- 50. In the do minimum the highway trip growth forecasts are consistent with the strong growth represented in the local employment and housing forecasts (described earlier, which are taken as inputs to the transport modelling process). For public transport the figures reflect a continuation of a gradual long term decline in overall public transport usage. It should be noted however that historically this long term decline has been due to falls in bus usage.
- 51. The final strategy forecasts demonstrate that the strategy is delivering a reduction of about 2% in the level of highway trips forecast on Merseyside's roads. However, it should be noted that this does imply, particularly in the long term, that traffic growth will still be substantial. For the public transport network the final strategy is shown to secure up to 10% increases in passenger trips.
- 52. Contrary to these forecasts, evidence points to a recent decline in traffic levels in Merseyside, in common with many other urban areas in England. This is believed to be due to the impacts of the recession on traffic volumes. The figure below demonstrates this.

Trends in recent Merseyside traffic levels (vehicle kms)

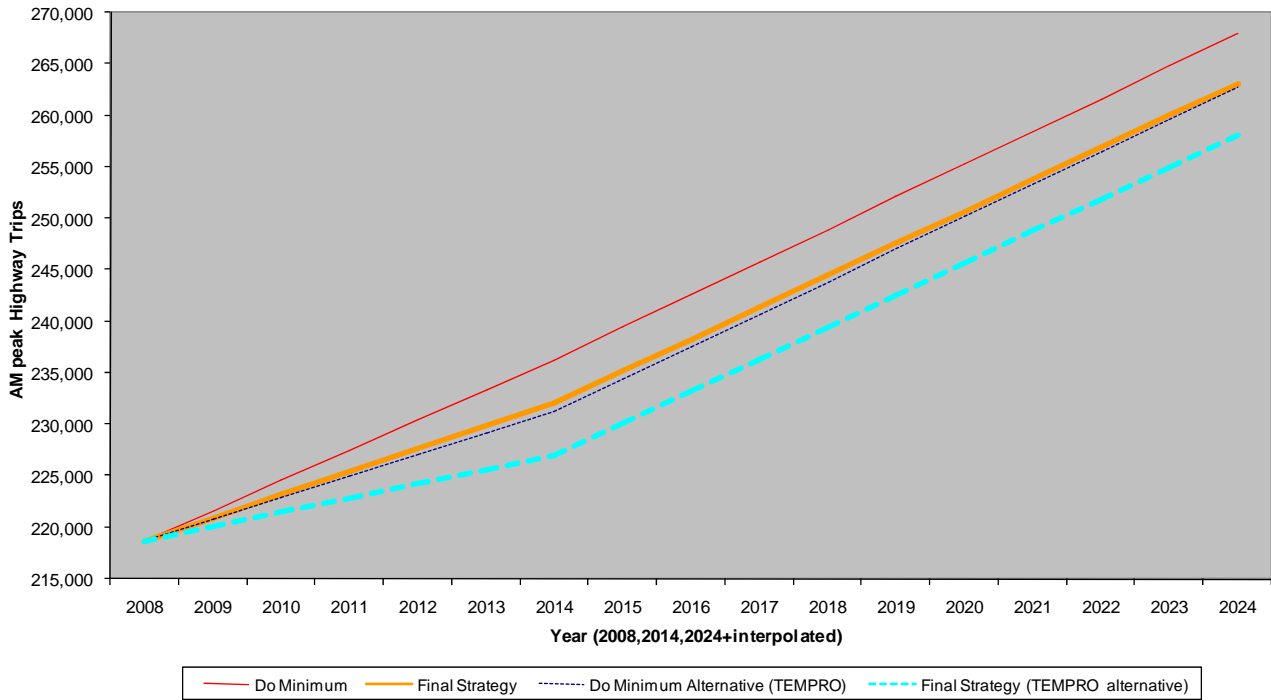


Source: DfT Road Traffic Statistics

- 53. A second important factor that may also influence future traffic levels is the impact of high fuel prices on vehicle usage. In February 2011 petrol prices are averaging a record high of £1.30 per litre. We have undertaken research to explore what impact this is having on people's travel behaviour and this has shown 50% of respondents claim to be using their car less due to high fuel prices. In the longer term, peak oil is also likely to have a significant impact on travel demand.

54. Taking this into account, we have undertaken some alternative tests utilising the most recently published DfT TEMPRO ^(Ref 21) projections which provide a more conservative view of growth in the economy, which in turn implies lower traffic levels. The figure below compares the results of our primary tests and these alternative tests for AM peak highway trips. It shows that in the short term growth is lower under the alternative test. The impact of the final strategy is similar in both tests.

AM peak Highway Forecasts



55. Our forecasts for the short term have indicated that our existing assets can largely manage with demand, apart from certain pinch points such as the A5300/A562 junction.
56. Over the longer term our final strategy has a relatively small impact on reducing overall levels of traffic. However, it is important to note that it does reduce traffic levels from both the local (primary) and national (alternative) do minimum projections and has a significant positive impact on public transport usage. It also has a positive impact upon levels of cycle usage and walking, although these are not shown here.
57. Above all, the range of growth we are examining together with uncertainties arising from rising fuel prices and concerns over future security of oil supplies reinforces the need for constant review and flexibility.

Environmental impacts

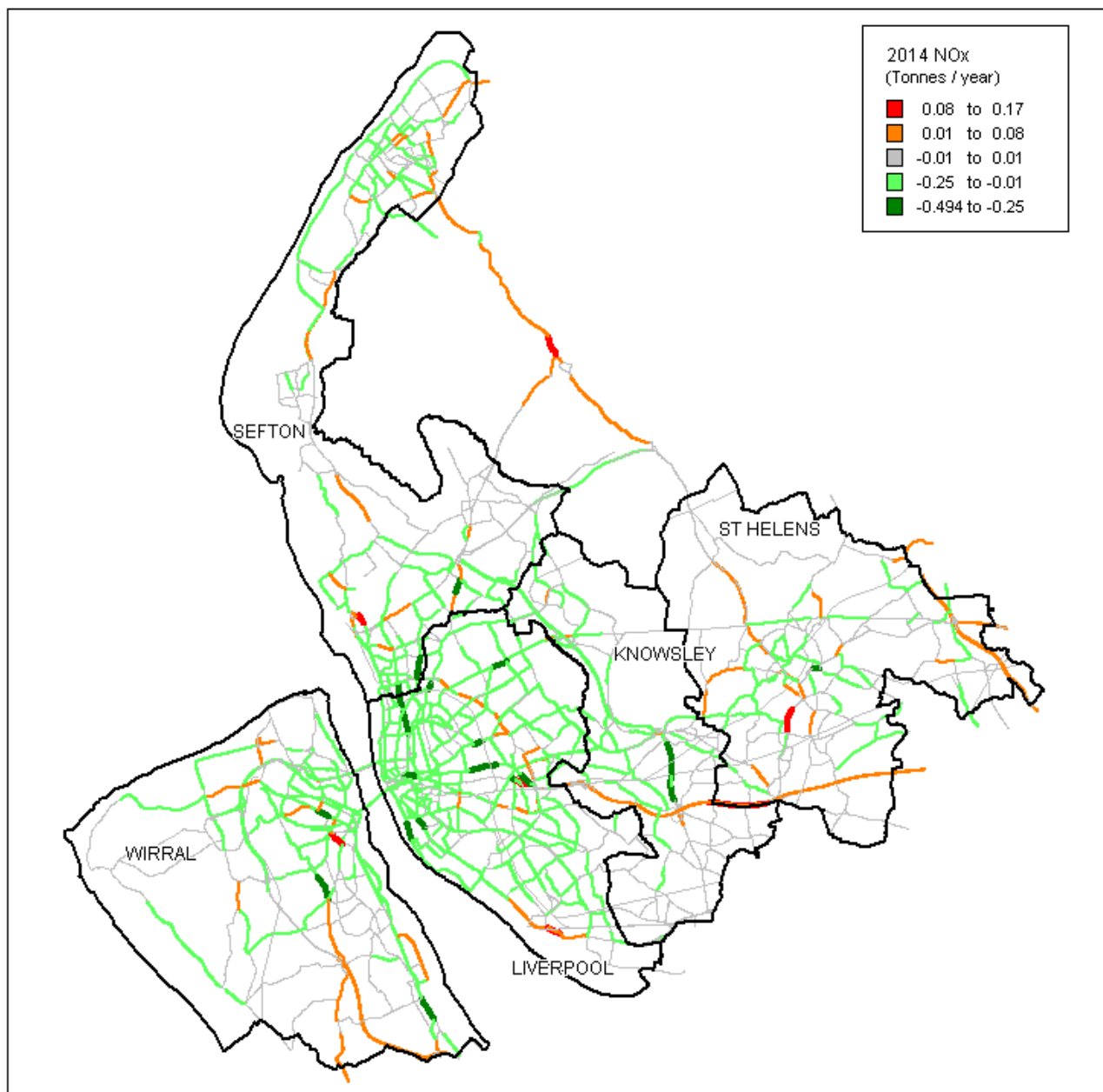
58. The table below sets out forecast changes in air pollution. Data is presented for carbon dioxide (CO₂), Nitrogen oxides (NO_x) and particulate matter (PM₁₀).

Changes in annual air pollution for 2014 and 2024

| Scenario | Year/Change | CO ₂ | NO _x | PM ₁₀ |
|------------------|----------------|-----------------|-----------------|------------------|
| Do Minimum | 2008 | 1,500Ktonnes | 5,500tonnes | 460tonnes |
| | Change to 2014 | 5% | 10% | -3% |
| | Change to 2024 | 1% | -76% | -5% |
| Final Strategy | Change to 2014 | 3% | 9% | -4% |
| | Change to 2024 | 0% | -77% | -6% |
| Difference DM/FS | 2014 | -1.4% | -1.2% | -1.1% |
| | 2024 | -1.2% | -1.0% | -0.9% |

59. Emissions of CO₂ and NO_x increase initially in both the do minimum and final strategy scenarios due to the significant forecast increases in traffic growth discussed earlier. Through to 2024 this increase is tempered by advances in cleaner vehicle technology. While CO₂ falls back to 2008 rates in 2024, NO_x and PM₁₀ are showing considerable improvements with decreases of 77% and 6% respectively under the final strategy scenario.
60. It should be noted that the results modelled, particularly in relation to CO₂, are considered to be a conservative estimation of environmental improvements to vehicle technology. We may expect to see greater reductions in CO₂ emissions by 2024 as vehicle manufacturers are required to comply with EU regulations on environmental performance of new vehicles.
61. Our results show a small but notable improvement in emission levels between the do minimum and the final LTP strategy for all pollutants. The financial value of these reductions, calculated in terms of damage avoided (for example negative health impacts and damage to buildings and crops) are worth £1.2million per year to Merseyside.
62. The figure overleaf shows changes in NO_x emissions across Merseyside's road network as a result of the Final Strategy. Decreases in emissions are forecast on 29.2% of roads following implementation of the Final Strategy. These are highlighted in green on the figure overleaf. 6.1% of links, shown in orange and red, see an increase in emissions resulting from the strategy. The majority of roads (64.7%) show negligible changes in emissions. This pattern is reflective of changes in other air pollutants. For greater detail see Goal Two in Part Two.

Merseyside roads: changes in NO_x emissions between Do Minimum and Final Strategy



Source: MAEI

Monitoring and measuring our performance

63. The Government have made it clear that they wish to see an end to a target setting culture; many national targets have been dropped and performance regimes such as the Comprehensive Area Assessment (CAA) ^(Ref 22) dismantled. Nevertheless it is important that we are able to review our progress and report to our communities and stakeholders.
64. We have set a number of performance indicators that will allow us to measure our performance in addressing our Strategy and the effectiveness of our Implementation Plans. They reflect what we believe are the main transport priorities for Merseyside.

65. We have set numerical targets for those indicators where the MTP is able to exercise the most direct influence For other equally important indicators, but where we have less direct influence we will use a traffic light system to indicate performance. The table below lists our indicators and targets.

Performance indicators with targets

With targets

| Indicator LTP3/LTP2 | Description | 2014 Target |
|--------------------------|--|--|
| A1 / LTP3 | Cycling – Index of Usage | 112 (100 = Baseline year 2010/11) |
| A2 / BVPI 223 (96) | Principal Road Condition | Merseyside average 6.08% Knowsley 1% Liverpool 11% Sefton 8% St Helens 5% Wirral 4% |
| A3 / BVPI 224a (97a) | Non-Principal Classified Road Condition | Merseyside average 5.32% Knowsley 3% Liverpool 7% Sefton 7% St Helens 5% Wirral 4% |
| A4 / BVPI 99x | Total KSI Casualties | 466 |
| A5 / BVPI 99y | Child KSI Casualties | 70 |
| A6 / N/A (New Indicator) | Public Transport Customer Satisfaction | To be set after April 2011 |
| A7 / 3 | Limit current number of publicly available car parking spaces available in Liverpool City Centre | Cap of 16,500 |

Performance indicators - traffic light

| Indicator LTP3/LTP2 | Description |
|------------------------|--|
| B1 / 13 & 14 | Access by public transport, cycle and walk to employment, education health and fresh food. |
| B2 / LTP6 | Traffic Flows into Centres |
| B3 / LTP4 | Mode Share of Journeys to School |
| B4 / 16 | Estimated Transport Related Emissions |
| B5 / BVPI 102a | Public Transport Patronage – Bus |
| B6 / BVPI 102b | Public Transport Patronage – Rail |
| B7 / 2 | Journey Times on Designated Routes |

The Implementation Plan

66. The Government has now provided financial resources for the next two years with indicative levels of financing for the following two years to 2014/15. These levels are significantly less than recent years and less than our planning assumptions used in the draft Preferred Strategy, as the table below shows.

Impact of reduced funding

| | Revised base following DfT cuts to 2010/11 budget (£000s) | Planning Projections for the Preferred Strategy | | Actual Funding 2011/12 (£000s) |
|---------------------------------------|--|--|--|-----------------------------------|
| | | Further 25% cut on revised 2010 funding level (£000s) | Possible 40% cut on revised 2010 totals (£000s) | |
| Projected LTP3 Funding 2011/12 | 24,451 | 18,338 | 14,671 | 11,489 |

Note; There is a separate funding pot for maintenance. Details are provided in Chapter Three.

67. The following table presents a summary of the capital programmes for 2011/12. These have been developed based on the emerging priorities set out in the draft Preferred Strategy.

The 2011/12 Capital Programme

| Allocations / Priorities | Knowsley £ 000s | Liverpool £ 000s | St Helens £ 000s | Sefton £ 000s | Wirral £ 000s | Merseytravel £ 000s |
|---|--------------------|---------------------|---------------------|------------------|------------------|------------------------|
| Active Travel | 154 | 467 | 200 | 360 | 355 | 0 |
| Safety & Security | 131 | 550 | 285 | 362 | 365 | 0 |
| Efficient and Accessible use of Highway Network | 230 | 748 | 120 | 46 | 65 | 0 |
| Reduce congestion and pollution | 27 | 170 | 30 | 100 | 100 | 0 |
| Support for Public Transport | 233 | 270 | 0 | 0 | 0 | 5,745 |
| Studies | 56 | 70 | 31 | 109 | 270 | 0 |
| Total ITB | 831* | 2,275 | 666 | 977 | 1,155 | 5,745 |
| Maintenance | 1,935 * | 3,825 | 2,020 | 2,474 | 3,095 | 0 |
| Grand Total | 2,766 | 6,100 | 2,686 | 3,451 | 4,250 | 5,745 |

* Knowsley contains 'other' funding (Integrated Transport Block (ITB) allocation – 672, maintenance – 1,647)

68. The three main areas of spend within the integrated blocks for the first year of LTP3 are consistent across all districts. Road Safety accounts for about 30% of the districts capital programmes, followed by active travel – walking and cycling at 26% with the efficient use of the highway network accounting for 20% of the total. There are variations across the districts, depending on specific circumstances. In Liverpool and Knowsley, for example, there are schemes in support of improved access for public transport, planned in conjunction with Merseytravel.
69. A key focus for Merseytravel will be the development of new technologies such as Real Time Information (RTI) and Smart ticketing which will support the wider Intelligent Transport Systems (ITS) proposals already being implemented on our strategic highway network and will also be closely linked to TravelWise activities. Smaller scale improvements to key rail stations across the County are another key Merseyside wide priority.
70. The matrix overleaf shows the extent to which each authority's actions are supporting the LTP3 key actions as identified in the draft Preferred Strategy. Maintenance is shown to have strong links into the wider actions, particularly freight and long term planning.

Full details of the Implementation Plans are contained within Part Three.

71. The need for flexibility to take account of changing priorities or circumstances has been a theme throughout the LTP. The performance management regime outlined above, will be a critical tool for the ITA in the future, in deciding how financial resources should be used in line with the priorities identified for the short term.

The Local Sustainable Transport Fund (LSTF)

72. LSTF allows us the opportunity to go further and faster with our ambitions to support the city region's priorities. These will be spelt out in full detail in the proposal to DfT in June 2011 and will show how it could provide clear additionality to the proposals set out in the LTP in ways that can have a real impact on the future development of the city region.
73. The bid for LSTF funding will be made following extensive consultation and the creation of a joint programme that utilises the skills and resources of our partners and stakeholders.

Supporting the Strategy

| Authorities Actions | Active Travel | Safety and Security | Efficient and Accessible Use of Highway network | Reduce Congestion and Pollution | Support for Public Transport | Studies | Maintenance |
|---|------------------|------------------------|--|--|------------------------------------|---------------|---------------|
| LTP Key Actions | | | | | | | |
| Maintenance | | | K, S | | L, M | S | K, L, S, H, W |
| Integrate LTP with LDF and Community Strategies | L, H | K, L, H | K, L, H | H | L, M | L, S | L, H |
| Public transport | L, S | | K, S, W | | K, L, M | L, S | |
| New ITS | | | K, L, S, H | H, W | L, M | L, S | S |
| Freight | | | K, L, S, H, W | | L | S | K, L, S |
| Low Emissions Strategy | L, H, S | L, H | K, S, H | K, L, W | L, M | L, S | |
| Effective Delivery of capital Programme | S | S | K, S | H | K, L, M | S | K, L, S |
| Healthy Travel/TravelWise | L, S, H, W | L | S, H | W | K, L, H, M | L, S | |
| Road safety | L | K, L, S, H, W | K, H | | M | S | |
| Long term planning | L, H | L | K, L | L | K, L, H, M | K, L, S, H, W | K, L, H |

Key: K = Knowsley, L = Liverpool, S = Sefton, H = St Helens, W = Wirral, M = Merseytravel



Chapter One

Introduction

- 1.1 This LTP sets out our proposals for developing Merseyside's transport system until 2024, whilst at the same time setting out some key priorities for the short term until 2015. It provides the statutory guidance for future transport provision in Merseyside.
- 1.2 The Government has now set its course. We have a new policy framework within which we have set our third LTP. Critically, we also now know what funding will be available to us in the period until 2014/15.
- 1.3 Levels of funding are well below what we planned for in the draft Preferred Strategy. We are starting the period of LTP3 with a third of the funding with which we started the final year of LTP2. Although there is the welcome introduction of the LSTF and the possibility of additional funding from other new initiatives such as the RGF, funding is much reduced from that which we have enjoyed over the past 10 years. It is clear that our ability to deliver the Vision and Goals we have set within this LTP will be severely affected in the short term.
- 1.4. The Government has presented us with new challenges and opportunities, beyond just financial constraints. The regional structures provided by Government Office North West (GONW) and the North West Development Agency (NWDA) have been dismantled and replaced with LEPs, which along with localism and the Big Society) set out new and radical ways of working at the local level.
- 1.5 However, perhaps most importantly, the new Local Transport White Paper, *'Creating Growth - Reducing Carbon'* has demonstrated the Government's continuing commitment to addressing the twin peaks of providing a transport system that supports economic growth and addresses carbon reduction. These are entirely consistent with our local priorities, alongside improving health and wellbeing and addressing inequalities and social exclusion.
- 1.6 In Chapter Two we set out in detail our Vision and Goals and the rationale behind our approach to delivering our new mobility culture as a means of delivering the change and improvements we consider essential to Merseyside's future prosperity.
- 1.7 We set out in Chapter Three the current national and local framework for the LTP. We anticipate that support for transport as a key enabling measure for progressing the wider priorities identified in the city region strategy will continue and be reflected in final decisions on LEPs, particularly in support of the key transformational activities around SuperPort, Low Carbon Economy and support for the Visitor and Knowledge Economies.
- 1.8 In Chapter Four we show how we will meet the needs of Merseyside taking account of a range of factors including city region priorities, future forecasts and feedback from our earlier consultation.

- 1.9 Chapter Five we set out our Strategy and key actions. Chapter Six describes how we will measure our performance.
- 1.10 Chapter Seven provides a summary of our proposals for the LSTF, which we intend to submit to Government in June 2011. Access to the additional funding being made available will be essential to provide resources to enable us to address our local priorities.



Chapter Two

Our vision and goals

Our vision and goals

2.1 Our aspirations for transport are set within the context of the vision for the LCR.

“To establish our status as a thriving international city region by 2030”

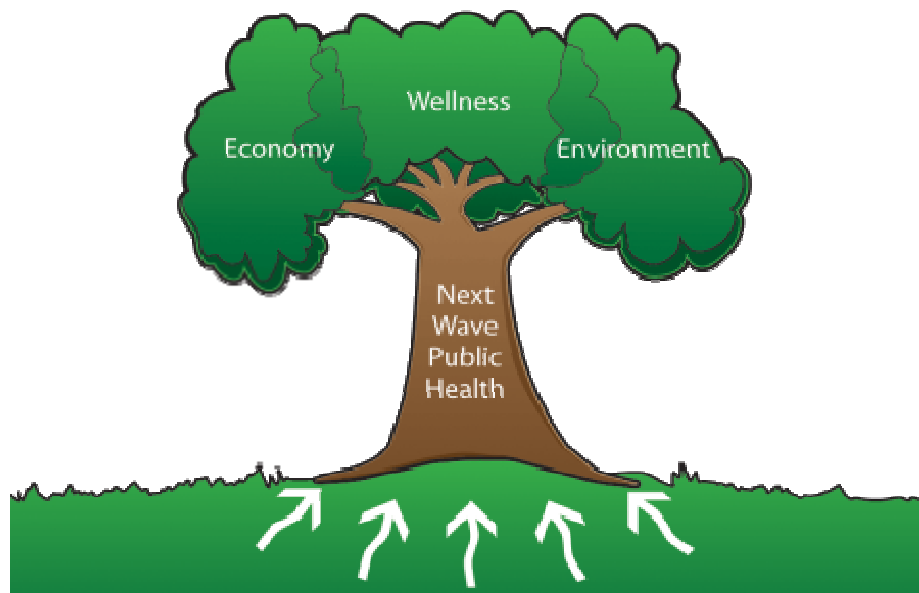
2.2 Our vision for transport is:-

A city region committed to a low carbon future, which has a transport network and mobility culture that positively contribute to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice

- 2.3 In order to meet our challenges and maximise our opportunities, we believe that we have to use our past successes as a springboard for a new approach and create **a new *Mobility Culture*** that will support economic growth, reduce carbon emissions and promote health and wellbeing as a means to addressing equality and social inclusion.
- 2.4 A new mobility culture means developing a transport system which supports the objectives and aspirations of all communities and organisations across Merseyside. It is about developing a transport system that provides real sustainable mobility options and which supports the continuing regeneration and economic development of the city region.
- 2.5 However a new Mobility Culture goes further than that; it is also about equality. It is about delivering a transport system which ensures that people have more equal access to employment opportunities, education and health facilities and to leisure, cultural and sporting resources. In this sense it goes beyond traditional transport planning and must be integrated with and support housing, health, environmental, education and other policies.
- 2.6 This process has already started. During 2010 Liverpool Primary Care Trust (PCT) led Merseyside (and Cheshire) in a Year of Health and Wellbeing. The Year was designated as a result of the Liverpool Health is Wealth Commission, ^(Ref 23) which highlighted many of the stark health inequalities still faced in Merseyside. 2010 Year of Health and Wellbeing aimed to form a broad coalition of partners to place health and wellbeing at the heart of all policies in recognition of its central role in achieving a wide range of social objectives including equality and social inclusion. The success of 2010 made it clear that a longer term programme is necessary and in January 2011, the Decade of Health and Wellbeing was launched.
- 2.7 The connection between transport and health has been a key part of 2010 Year of Health and Wellbeing and of our policy development for LTP3. The alignment of LTP strategy with a Decade of Health and Wellbeing forms an effective approach to creating a healthy, low carbon transport network as part of a sustainable and equitable Merseyside. As we explain later, it is also a key plank for a potential bid for the area to become a future European Green Capital.

- 2.8 This process has been graphically explained by Dr. Ruth Hussey, Regional Director of Public Health, in the development tree illustrated in Figure 1 below. This assumes that measures to improve the economy go hand in hand with measures to improve the environment and health. Not acting in any one of those areas will seriously damage the impact in the other sectors. This reinforces our approach of working across sectors and seeking multiple benefits from funding opportunities.

Figure 1 – The development tree



- 2.9 Such an approach underpins our concept of a new mobility culture. This has been taken up elsewhere and is described below by the Mayor of Utrecht;

An objective is the development of a new mobility culture: Changing travel habits in order to increase the use of smart modes of transport (public transport, cycling and walking), smart logistical solutions and the use of clean vehicles'

Frits Lintmeijer, Deputy Mayor for Utrecht, October 2010.

- 2.10 Our Strategy presents a real opportunity to deliver this. In particular, it means:
- Addressing the gap between the mobility rich and mobility poor and focussing on the key role for transport to provide barrier free easy, reliable and safe access to goods and services for everybody. In this way we can help places become more attractive within which to live and work and ensure everybody has equal opportunity to access jobs and services.
 - Ending an over reliance on increasing journey speed and reducing journey times. Such an approach is one that leads to ever increasing journey distances for those that can afford to make them exacerbated by land use and locational choices based on quick journey times using the motorway network or key rail routes. In the long term such an approach is neither sustainable nor just and widens the gap between the mobility rich and mobility poor.

Our vision and goals

- (c) Finding the means to provide safe, secure and attractive environments that are not dominated by accommodating motorised vehicles, in ways that for example, see pavements blocked by parked cars, or for where there may be better uses of available space.

A street for everyone **New Road, Brighton, UK**

The improved New Road, one of Brighton's most important streets, is one of the few shared-surface, multi-modal, non-residential streets in the United Kingdom. The design is informed by a detailed understanding of how people use the street and the historically sensitive surroundings of Brighton's Royal Pavilion and its Gardens, where they walk and where they choose to spend time.



- (d) Finally, the new mobility culture recognises that transport is not just about infrastructure. Creating safe, accessible and sustainable transport networks embraces a host of factors including education, information and partnership. And it means everybody being engaged with the debate and examining where we can all make changes for a better transport network that helps create a vibrant city region.

2.11 If we can get this approach right transport will help to:

- (a) Create a resilient city region that will support a strong and vigorous internationally competitive economy at the same time as increasing its ability to deal with challenges in the future from climate change, increases in oil prices, interruptions in oil supply and economic down turns.
- (b) Create a city region of opportunity where all sections of the community can make contact with as many goods and services as possible including jobs, training, education and social, leisure and recreational activities that increase quality of life and reduce inequalities.
- (c) Contribute to a low carbon city region that recognises the responsibilities of all cities to play a leadership role in carbon reduction and celebrates the

opportunities this provides to create competitive and sustainable jobs in green technology industries and activities.

- (d) Create a healthy city region where all transport options including walking and cycling facilities link to spatial planning and send strong signals in support of high levels of physical activity.
- (e) Create a high quality liveable city region that improves air quality, reduces noise levels and creates highly attractive public spaces and cultural offerings building on the achievements of the capital of culture.

Our Goals

2.12 In order to support the city region and achieve our transport vision we have set six goals;

One - Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.

Two - Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.

Three - Ensure the transport system promotes and enables improved health and wellbeing and road safety.

Four - Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.

Five - Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.

Six - Maintain our assets to a high standard.

Please note all goals have equal status.

Maximising opportunities

2.13 In transport terms, the overriding policies for the Government are around creating the conditions for economic growth whilst addressing carbon reductions and climate change. These 'twin peaks' are ones we support, within the context of our Merseyside priorities for health and wellbeing that will help reduce inequalities and social exclusion.

Our vision and goals

- 2.14 A report by the Cabinet Office and DfT, ^(Ref 7) set out the importance of good urban transport and how it could have triple benefits across health, regeneration and urban environments. We believe the impacts are even more wide ranging, but in order to achieve such gains we want our strategy and policies to work very hard and to deliver on multiple objectives. Any one measure, policy or intervention must explicitly deliver concrete result on as many headline themes as possible.
- 2.15 This is also about VFM and synergy and these are two strong organising principles especially in a period of budget cuts and major reductions in local transport funding.

The need to consider peak oil

- 2.16 If we take one of the twin peaks of addressing climate change; just as we talk about adaptation as an important policy so it is equally important to talk about resilience. How do we make our local communities and economies as resilient as possible to ride out the crises associated with increased oil prices, disruption of oil supply and oil 'running out'? A resilient local economy will be far more successful than one locked into business as usual. An economy centred around a planning and regeneration framework which is dependent on an oil based transport system is a highly vulnerable economy and society.

The need to consider peak oil

The repercussions of a heavy reliance on oil are significant and our transport system is at particular risk. Transport consumes more than half the oil produced worldwide. We know that the point at which fossil fuel resources can no longer meet demand is getting nearer and that this is likely to lead to volatile prices and restrictions in availability. The transport system is reliant on oil for 97% of the energy it uses and is highly susceptible to these pressures; through this strategy the measures we will take to reduce emissions and provide a low carbon transport system will go some way towards minimising the negative consequences resulting from price increases and inconsistent supplies. However, we recognise that the approach outlined here is unlikely to be sufficient to insulate the transport system against the severe impacts of oil shortages and this is something we intend to address as a priority through preparing a peak oil strategy.

"...there are likely to be sudden shocks created by price rises and lack of availability of oil, food and other products and services. At these points change is not gradual and voluntary but sudden and unavoidable."
Bristol Partnership, 2010. ^(Ref 24)

Forecasts show fuel prices increases of 14-27% by 2024 ^(Ref 25), which would see average household expenditure on transport fuel rise by £300 annually. Costs to businesses and the public sector are estimated to reach 1% of the area's gross value added (GVA) and affect around 90,000 jobs ^(Ref 26). Investment in green technologies and industries, on the other hand, can bring significant returns – the value of the Environmental Technologies and Services sector in Merseyside is worth £1.04 billion and employs almost 9,000 people. The alternative vehicle fuels sector contributed £131.7million to Merseyside's economy in 2009/10; this represented a growth of 2.86% between 2008 and 2010, compared to 4.47% across the Northwest ^(Ref 27)

Meeting common objectives

- 2.17 As Sir David King, former Chief Scientific Advisor to the Government has noted,^(Ref 8) that as well as technological change and innovation;

*'we will also need to go beyond the designs of the vehicles and fuels themselves and look at changing urban design, buildings and improving mass transportation systems and changing the ways people drive. This of course is independent of the additional but pressing imperative to reduce carbon emissions and prevent dangerous climate change. **Put the two together and the case for change becomes overwhelming**'.*

- 2.18 The Marmot report *Fair Society, Healthy Lives*,^(Ref 9) which states specifically the need to link transport, housing and planning describes how in;

'creating and developing sustainable places and communities , many policies which would help mitigate climate change would also help reduce health inequalities – for instance more walking cycling and green spaces....'

- 2.19 We want the LCR to be a vibrant, economically successful, low carbon city region which improves quality of life for all residents. This reinforces the point we made above about the importance of synergies between, not only our transport policies but with wider policy areas Therefore we need to identify policies and measures that can add significantly to this overarching objective by contributing to as many different strands as possible and all at the same time.
- 2.20 All the evidence suggests that sustainable cities are successful cities. They are able to attract inward investment because they have high quality environments, skills, health and wellbeing. Cities like Copenhagen, Vancouver and Hamburg are places most other cities would aspire to be like.

European Green Capital

- 2.21 The recent report, *'Building the low carbon economy on Merseyside'*^(Ref 6) confirms this perspective and points to the evidence that a low carbon economy can be a driver of development and sets out recommendations that have clear links to King and Marmot described above.
- 2.22 Together they provide a compelling case that acting together to address climate change, can drive sustainable economic growth and promote health and wellbeing and create attractive environments, exploiting Merseyside's many natural and built attributes, in ways that begins to emulate the world's successful cities.
- 2.23 Building the low carbon economy, makes the case for consideration of a future bid to become European Green Capital. The LTP supports that ambition.

Our vision and goals

Sustainable economic growth

Cities that meet the challenge of sustainability will leap ahead of others by attracting people who demand a healthy and culturally-rich lifestyle – ^(Ref 10)

- 2.24 If we start from the position laid out by Sir David King, we believe that the policies we set out later to address climate change and plan for a transport system less dependent on oil, will also play a major role in securing increasing sustainable economic growth, not only by creating the sort of environment set out above, but in helping to create opportunities in new transport technologies. Through developing initiatives such as the LCR's bid to Plugged in Places; ^(Ref 11) or working toward a carbon neutral rail network, we will be contributing directly to the city regions aspirations for a low carbon economy. There are major opportunities to work with the regions two motor manufacturers to develop new vehicle technologies.
- 2.25 This final element in creating the virtuous circle or supporting the development tree that embraces and links economic growth, climate change and health and wellbeing is confirmed by the Governments recent White paper, '*Local Growth ensuring every places' opportunity*', ^(Ref 5) which sets out the following:-

The role of transport in growth

The transport sector itself, through the research and development of innovative transport technologies, is working to develop the new skills and jobs that will be needed to support a low carbon economy in the future. The Government is committed to investing in future transport infrastructure and has taken the hard decisions about priorities, to secure the transport investment that will support the national economic recovery.

Transport plays a crucial role in supporting economic development and creating the opportunities for growth. Millions of people every day rely on our transport networks to go to work and to access essential services, such as hospitals and schools. Businesses rely on our national and international connectivity to offer services and deliver goods and to drive growth opportunities across different sectors and in different places.

- 2.26 The city region priority around SuperPort ^(Ref 28) building on the strengths of our logistics industry will benefit from the initiatives we are taking through our freight strategy, whilst further evidence from places such as Oslo, below, suggest that there are huge advantages to be gained by developing a truly sustainable approach, involving energy creation and waste management for example. At the same time we must work together to lobby for an increased status for Liverpool in the national ports hierarchy, working to bring more freight into the port where the advantages of more use of rail freight can be fully exploited.

The Castor Green terminal

This terminal planned for Oslo in Norway is seen as the ocean cargo terminal of the future - powered by the sun and wind. The futuristic terminal has no conventional power, uses no fossil fuels and releases no harmful emissions into the atmosphere.

" The future will require us to think differently about energy and land use. As environmental regulations continue to expand, our customers will benefit from a greener and leaner supply chain. "

The energy used to handle each unit of cargo within the terminal complex will be reduced by as much as 80 per cent.

Wind turbines will provide the prime source of power for the Castor Green Terminal along with solar photovoltaic roof panels. The terminal will also be self sufficient for all its water needs – rain water collected from its roofs will be stored in underground tanks and then reclaimed.

The terminal is intended to be sited close to good rail and road links and barge services (if relevant) so distances to main markets and manufacturing facilities will be relatively short.

Web link: <http://www.pitchengine.com/walleniuswilhelmsenlogistics/clean-green-terminal-of-the-future--/62938/>

Carbon reduction and better health – two sides of the same coin

- 2.27 The Marmot report quoted earlier has reinforced our proposals to address carbon reduction focussed on how much can be gained by examining the different types and lengths of trips within Merseyside. Many of these are short distance and highly suitable for more active modes of walking and cycling. In addressing this and creating better conditions to encourage more cycling and walking we will have a major impact not only on our efforts to reduce carbon emissions, but also on better air quality, addressing high levels of obesity and improving mental health. We will thus have a major impact on the health and wellbeing of our communities.
- 2.28 In setting out to exploit the benefits of greater levels of cycling and walking, we must take the opportunity to develop another of Sir David's themes, around better planning and urban design to both encourage their use and reduce the need to travel longer distances.

Our vision and goals

- 2.29 We hope that proposals for the redevelopment of the Royal and Alder Hey Hospitals for example, as well as the major developments planned for Liverpool and Wirral Waters and the Port of Liverpool, will begin to come to fruition. They provide the opportunity to create new communities close by and support the regeneration of North Liverpool/South Sefton and Birkenhead and Wallasey. Comprehensive redevelopment closely linked to the transport system will help to reduce long distance commuting and encourage sustainable travel. It will therefore have great impacts on our plans for reduced carbon emissions whilst creating modern attractive living conditions. We will continue to work with the housing sector to encourage new housing to be built to a design that encourages sustainable active travel low emission vehicles and public transport, as well as looking to encourage other developments in proximity to the Merseyrail network or major bus corridors.
- 2.30 We understand that a blanket assumption that public transport is always a better option in terms of reduced carbon emissions is a blunt instrument. We therefore have to create the conditions where use of the networks is maximised and operates most efficiently. Elsewhere as we note below, there may be other public transport options, such as the use of taxis or community transport that are better suited to particular requirements and encourage different sectors to play a role in providing essential services.

Planning for a more sustainable future

- 2.31 Getting these longer term aspirations right will require close collaboration and joining up with each local authority's, emerging LDFs and this critical work is continuing. Another part of the planning system that is crucial is our transport supplementary planning document (SPD) seeks to implement a consistent set of transport requirements that will help to ensure new developments are accessible to all and not just car users.
- 2.32 Getting land use and locational choice right is critical to providing everybody with equality of travel opportunity and to be able to access jobs, education and fresh food supplies for example. We have shown the great disparities in opportunity between our mobility rich and mobility poor communities. Our goal for increased accessibility is closely aligned with important city region priorities such as the CES ^(Ref 29).
- 2.33 Creating better travel opportunities and access to work and education will have a major impact on health inequalities. We believe there are a number of different ways that we can improve access, through better bespoke information, more targeted fares and the use of different types of transport appropriate to need. Again cycling and walking have been shown to be low cost and healthy options to access opportunities.
- 2.34 Such an approach will require different ways of provision and funding, but there are a number of areas that may lend themselves to the possible involvement of community enterprise and third sector involvement. We already have a contract with a third sector Community Interest Company to deliver our Bikeability cyclist training programme which is the largest in the country.

Safe and secure environments

- 2.35 Many of our disadvantaged communities suffer the greatest impacts from transport, including poor air quality, road traffic accidents and severance caused by transport corridors. These have major impacts on health inequalities and the health sector.
- 2.36 A key strand for us will be the use of our road hierarchy and road user hierarchy, where we will seek to ensure the efficient operation of our highway networks for freight and public transport. Away from these strategic networks we will ensure people come first and help to create the conditions that can encourage play and community activity on appropriate streets, with street environments that encourage walking and cycling and safe environments for older and disabled members of the community.
- 2.37 Here and in the shorter term in many areas we will seek to use our transport interventions in tandem with other initiatives that support the city region's aspirations, particularly in the field of Green Infrastructure and associated initiatives such as Grey to Green ^(Ref 30). There may be areas where current transport assets could be better used to create better street conditions. Again the joining up of these initiatives will help to provide better conditions for non motor transport, create environments that help with climate change and improve health and wellbeing.
- 2.38 Even in cities with a long association with extensive car use, new and innovative schemes are being brought forward to create environments in keeping with the times.

Portland USA ^(Ref 31)

Portland leads US cities in encouraging people not to drive. It has a fully integrated transport system and is also one of the most bike-friendly cities in America, with 15% of residents using a bike as their primary or secondary means of getting to work.

Not content with that, Portland wants to transform itself into a city where a quarter of all daily trips are taken by bicycle. The Portland bicycle plan will create a 'low stress bikeways network' where people of all ages and abilities feel happy to cycle around the city.

Making the most of what we already have

- 2.39 Maintenance of our key assets will be vital, perhaps particularly in times of financial constraint. Freight and public transport networks must be kept freely flowing and pot hole free roads and pavements encourage cycling and walking and provide safe passage for older and disabled members of the community.
- 2.40 The use of ITS provides the opportunity to build modern and accessible information systems for road and public transport users in ways that help to create free flowing networks but also encourage new travel opportunities, through the use of smart cards for example, in ways that can have a real impact in addressing our accessibility goal. We will combine this with our TravelWise programme and other initiatives such as Lets Get Moving (LGM) to ensure lack of information is not a barrier to travel. We believe there are further advances in how we can use new ways of providing information that

Our vision and goals

operate at the community level. Equally we believe there are possibilities for the use of new technology like smart cards to generate income that can further improve the transport system.

- 2.41 None of what we are setting out is new. There is a wealth of evidence from home and abroad and across different policy areas that supports our approach. The conclusions from the *'Evidence base on English Cities'* shown in the box below provides a recent example.

An area related to cities' offer that is difficult to quantify but is, nevertheless, critical to city economies, is the quality of local transport.

Improvements in transport often rank high amongst the business community.

Improving accessibility and connectivity can deliver economic benefits for urban areas. In addition, the quality of local transport can affect how residents feel about a place the quality of transport and lack of congestion is amongst those attributes that make a place an enjoyable place to live in. Together with low crime, health services and clean streets, the quality of transport and lack of congestion is amongst those attributes that make a place an enjoyable place to live in. Areas in need of regeneration are often poorly connected to public services. As argued accessibility (including the *cost* of transport) is one of the many barriers often faced by those out of work. Investing in transport infrastructure (and where relevant subsidising costs for low earners can be important to linking deprived areas to employment centres.

Evidence base on English Cities. DCLG Jan 2011

- 2.42 Figures 2 and 3 below summarises part of our approach showing how our strategy to address economic growth and reduce carbon has a range of benefits across a number of areas.

There is very considerable evidence for identifying synergies and complementarities with other policy goals such as climate change, social inclusion and wellbeing to strengthen the case for action and provide multiple benefits.'

Foresight Report; Tackling Obesities – Future Choices. 2nd Edition 2009

Figure 2 - The Twin Peaks

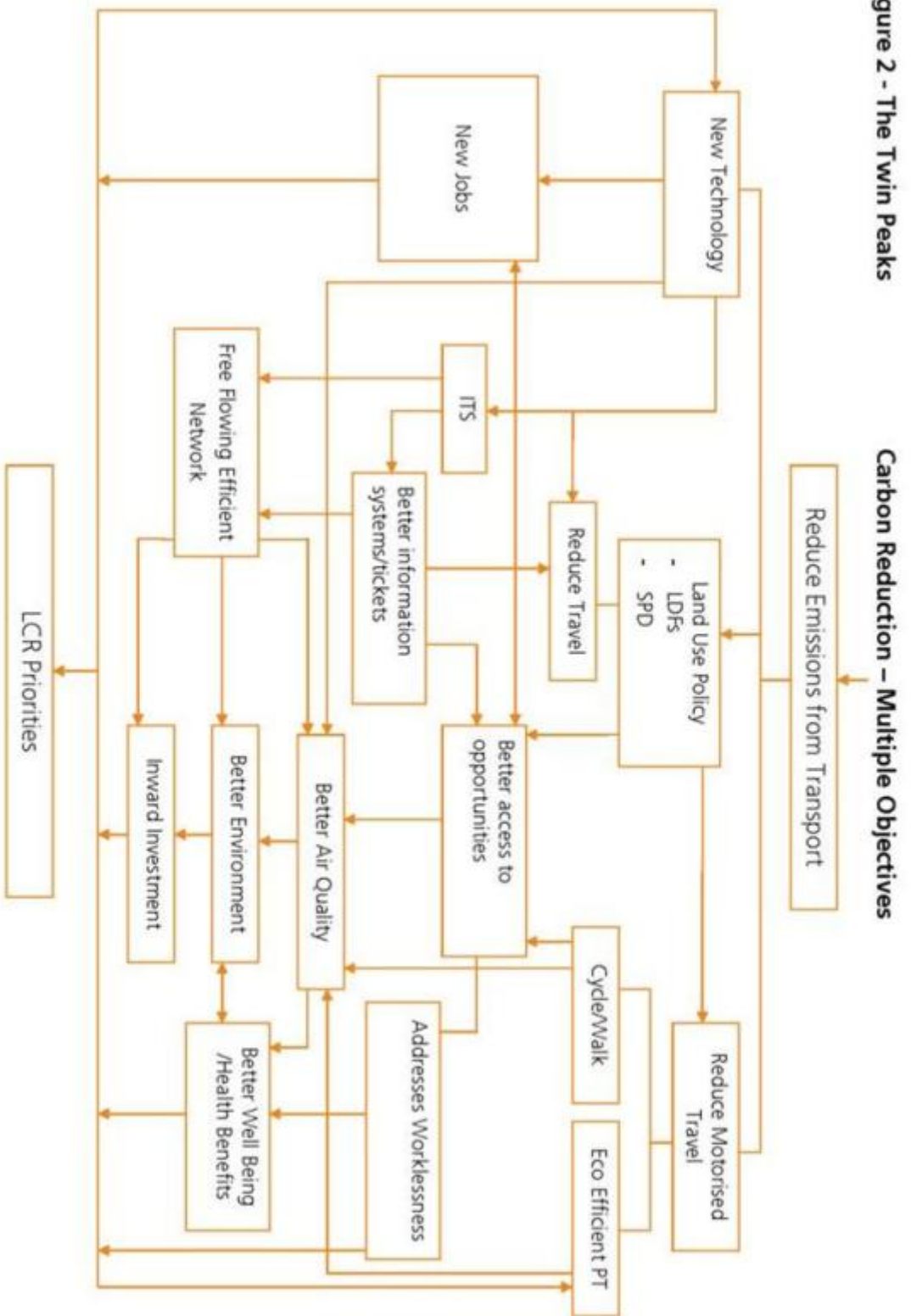
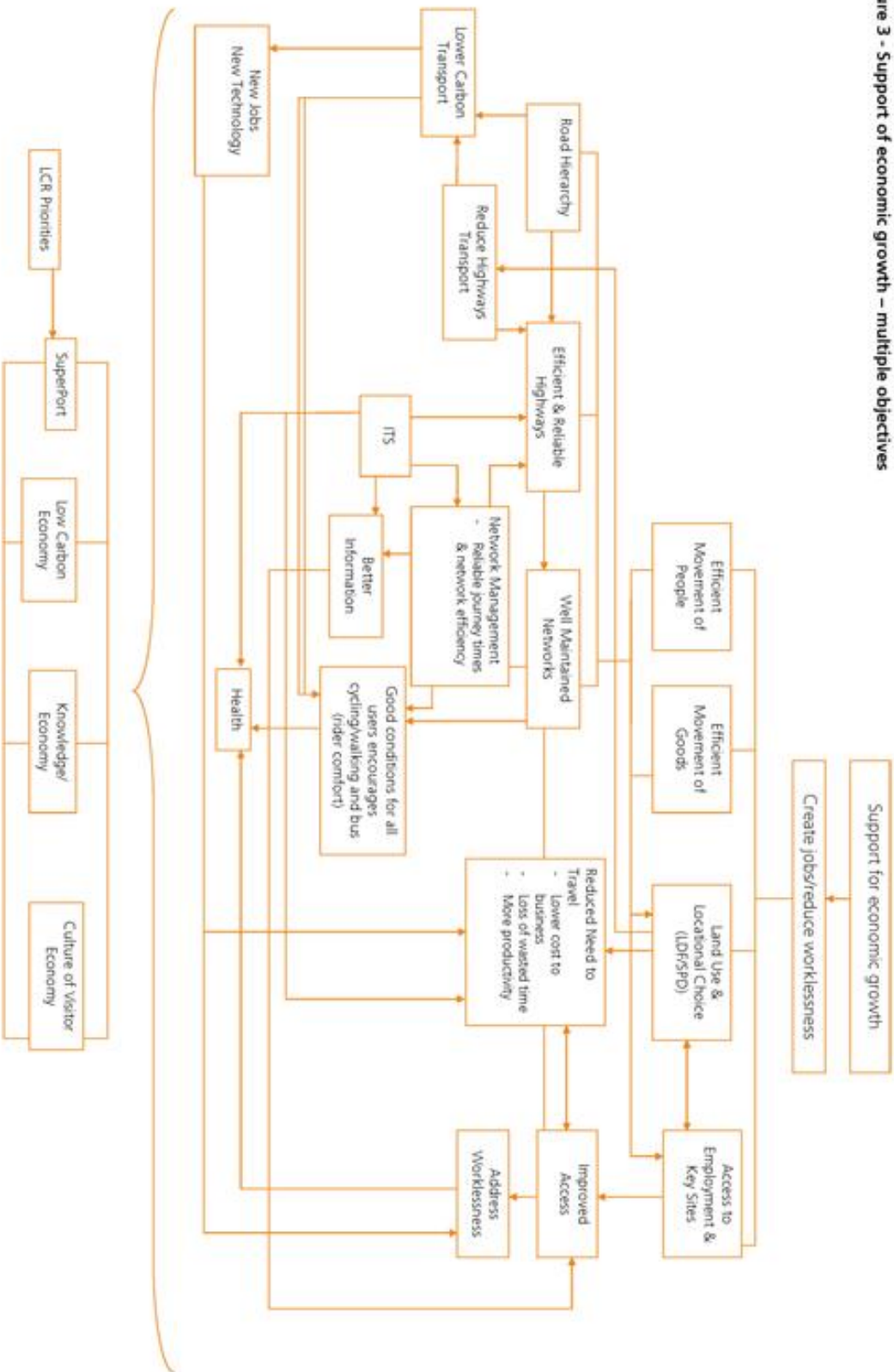


Figure 3 - Support of economic growth – multiple objectives





Chapter Three

The national and local framework

The national and local framework

Introduction

3.1 The Coalition Government commitment to transport is set out below:-

Coalition programme – Transport commitments ^(Ref 32)

The Coalition programme for government set out the following commitments.

- The Government believes that a modern transport infrastructure is essential for a dynamic and entrepreneurial economy, as well as to improve well-being and quality of life. We need to make the transport sector greener and more sustainable, with tougher emission standards and support for new transport technologies.
- We will mandate a national recharging network for electric and plug-in hybrid vehicles.
- We will grant longer rail franchises in order to give operators the incentive to invest in the improvements passengers want – like better services, better stations, longer trains and better rolling stock.
- We will reform the way decisions are made on which transport projects to prioritise, so that the benefits of low carbon proposals (including light rail schemes) are fully recognised.
- We will make Network Rail more accountable to its customers.
- We will establish a high speed rail network as part of our programme of measures to fulfil our joint ambitions for creating a low carbon economy. Our vision is of a truly national high speed rail network for the whole of Britain. Given financial constraints, we will have to achieve this in phases.
- We support Crossrail and further electrification of the rail network.
- We will turn the rail regulator into a powerful passenger champion.
- We will support sustainable travel initiatives, including the promotion of cycling and walking and will encourage joint working between bus operators and local authorities.
- We are committed to fair pricing for rail travel.
- We will work towards the introduction of a new system of Heavy Goods Vehicles (HGV) road user charging to ensure a fairer arrangement for UK hauliers.
- We will stop central government funding for new fixed speed cameras and switch to more effective ways of making our roads safer, including authorising 'drugalyser' technology.
- We will tackle rogue private sector wheel clampers.

The role of Local Transport Plans

3.2 The Government view the development of LTPs as:-

'the best way for authorities to plan transport strategy and delivery and to ensure that all funding is spent efficiently and effectively'

and that

'authorities are accountable to their communities rather than to the Department for the quality and content of their Plans'.

3.3 The DfT will no longer intervene in the way that we review our progress and no longer require reports or reviews for central Government and are clear that development, implementation and performance management of LTP's should take place at the local level. Chapter Six sets out our performance management proposals.

The national framework

3.4 The government has now set its course. Its major imperative is to reduce the economic deficit and manage the country's debt. The financial settlement is now known until 2014/15 and new additional funding sources have been identified, through LSTF and RGF.

3.5 There have been a significant number of structural changes, most notably the closure of GONW and the NWDA. They have largely been superseded by the LEP for the city region. In addition there have been a number of White Papers and guidance that have an impact upon transport. Of most significance is the Local Transport White Paper, *'Creating Jobs, Reducing Carbon'* issued in January 2011.

The Local Transport White Paper – *'Creating Growth – Cutting Carbon'* ^(Ref 5)

3.6 DfT issued their new White Paper, in January, setting out in detail their approach to local transport. In parallel they issued detailed guidance on the LSTF which will be the main source of additional funding for transport authorities proposing programmes and interventions to address national priorities set out in the White Paper alongside local priorities. In conjunction with the Department of Health, (DoH) they also issued a detailed report, *'Transport and Health Resource'* setting out how transport and health sectors should work together to deliver national and local priorities. This is particularly welcome as it reinforces the third main strand of the LTP.

Main messages from the White Paper

3.7 In headline terms the main messages from the White Paper can be set out as:-

- It confirms the new government's transport policy direction and provides their approach to local transport issues. It therefore provides the background framework for LTP as well as providing the template for LSTF.
- Many of its contents are sensible continuations of the previous administrations DaSTS ^(Ref 33) approach and on the costs of transport outlined in the reports of Autumn 2009. ^(Ref 7)
- Improving health and reducing road casualties are other key themes. This is reinforced by the joint DoH paper on the Transport and Health Resource noted above.
- The need to shift shorter trips to walking, cycling and public transport is stressed. Behavioural change is seen as absolutely key to this.
- There is a greater emphasis as well on looking pro-actively at measures to reduce the need to travel through video conferencing and home working for example.
- Alternative fuels such as electric power for vehicles are also supported.
- Specific rail schemes such as Crossrail and High Speed Rail are supported.

Governance and planning issues

3.8 The White Paper sets out the new Governments thinking on how localism and Big Society impact upon transport.

- **Transport and the Local Enterprise Partnerships.** DfT expect *'the LEPs to form a view on the strategic transport priorities which best support sustainable economic growth in their areas and to play a key role in implementing significant devolution of transport decision making to local areas. The Government has already committed to considering whether and how capital funding for local transport major schemes can be devolved to local areas for the Spending Review period after 2014/15.'*
- DfT are inviting Local Enterprise Partnerships *'immediately to demonstrate their potential to play a positive strategic role by engaging with local transport authorities and partnering bids to the LSTF and the Department will seek to work directly with a small number of LEPs towards agreeing a joint approach to the worst congestion hotspots in the major urban areas affecting both the local and national strategic networks within the Local Economic Partnership area'*. We discuss our approach in more detail within Goal One in Part Two.
- In wider terms, the Local Growth White Paper, *'Realising every places' potential'*, also describes how Government are looking to co-operate with LEPs on strategic infrastructure, including links with planning and LDF's.

- 3.9 Importantly, The Local Transport White Paper validates the policy direction of this LTP, given the plan's focus on smarter, lower cost measures that support economic growth and reduce carbon, especially walking and cycling and behavioural change.
- 3.10 There are a number of other Government proposals that have an impact on transport. They include:-
- **Localism Bill** – This sets out the context for the LEPs and RGF as well as how Government expects to see localism and Big Society reflected across all local activity. It also sets out proposals to create directly elected mayors in the 12 largest English cities and the role they may have in strategic transport and planning terms.

As discussed the role of the LEP will be particularly important for the MTP and the LTP provides the statutory transport framework. The MTP already has good working links with community and third sectors and LTP will reinforce the role they can play in the future through providing for example, community transport services and neighbourhood travel teams.

- **Public Health White Paper** – The benefits of linking the two sectors are clearly set out with particular support for how cycle and walking can address the obesity crisis.
 - **Local Growth White Paper** 'Local Growth: realising every places' potential – sets out how the Government will put businesses and local communities in charge of their own futures, give greater incentives for local growth and change the way central government supports and maintains growth. Transport investment in particular, is recognised as a key enabler of growth and as noted above, LEPs are encouraged to work in respect to transport, housing and planning as part of an integrated approach to growth and infrastructure delivery.
 - **Changes to PPG13** – This sets out changes to parking planning policy that could have potential detrimental impacts on current Partnership policy such as through the transport SPD and could also impact on our ability to deliver a new mobility culture. Early indications, however, suggest local authorities will not seek to implement such changes.
 - Reform of **Disability Living Allowance (DLA)** - This could have impacts upon the ability of disabled members of the community to travel and access services. The changes to **Educational Maintenance Allowance** may have similar impacts for school students.
- 3.11 More detailed assessments have been made as to how changes to policy and guidance impact on the LTP goals. These are set out in Annexe Fourteen.

European common transport policy

- 3.12 This is due to be published shortly and will cover the next ten years. It appears likely that it will reflect the UK White Paper in terms of supporting growth and reducing carbon, where some quite stringent targets will be set. It is likely that the Policy will recognise transport's importance to improving growth in under performing European regions. In line with other European policy it is likely to support urban areas as those where change can bring the greatest benefit.
- 3.13 For Merseyside this may be particularly beneficial in the next phase of structural funding from 2013. LTP will be critical in providing the statutory framework that makes the case for future transport funding.

New regional and sub regional arrangements

- 3.14 With the abolition of the NWDA, (from 2012) and the North West Leaders Forum (4NW), Regional Spatial Strategies (RSS), were abolished in July 2010. DfT have established a 'Northern Hub' based in Leeds to engage directly with northern transport authorities at a more local level. At the present time it is also understood that the Department for Business, Innovation and Skills, (BIS) is also establishing a more local presence. It will be a priority to establish working arrangements with these and other Government bodies that may be established, particularly in relation to working with the LEP.

The Liverpool City Region

- 3.15 The LCR is made up of the five Merseyside local authorities of Liverpool, St Helens, Wirral, Knowsley and Sefton plus Halton. The Cabinet is made up of the leaders of these six authorities. At the present time the Cabinet is supported by a number of Boards covering major policy areas such as housing and planning and economic development. The ITA represents transport interests.
- 3.16 Partnership at a city region level complements and adds value to the work of local authorities and Local Strategic Partnerships (LSP). At the present time, however, it is not clear what the future role and scope of LSPs will be. Their future development will be of importance to the continuing development of transport policy and delivery because LSP's bring together a range of partners including, health, education and Job Centre Plus who are essential to the joined up approach that the new mobility culture requires.

Local Enterprise Partnerships (LEP)

- 3.17 It is anticipated that the city region LEP will be formally constituted later in 2011. The LEP will be private sector led and a shadow LEP Board has been established. It includes local authority leaders, prominent business leaders and representatives for small business, the third sector and social enterprise. The relationship of the LEP with the existing city region Cabinet and supporting boards is being reviewed. Working arrangements with the ITA will also have to be addressed.

- 3.18 The Local Transport and Local Growth White Papers described earlier set out a clear role for LEP's in key areas of transport policy, which will also have implications for future funding. Equally, LDFs and their future role in defining IDPs will be critical to the strategic planning role of the LEP.

The Big Society

- 3.19 The Prime Minister announced the Big Society initiative in Liverpool in July, 2010. It signals the Government's intentions to develop their 'localism' agenda, by devolving as much as possible to the local level. The Government have also signalled their intention to examine where shared services can be delivered in ways that save costs and improve efficiency.

Funding

- 3.20 The DfT White Paper, *'Creating Growth, Cutting Carbon'* has set out a simplified structure for transport funding, reducing the number of funding streams from 26 to four:-

Major Schemes

- 3.21 A major schemes capital programme of over £1.5 billion for schemes costing over £5 million. This funding is a national pot and covers the four years of the current funding cycle. In the light of the Government's commitment to reducing the deficit and the cuts to the transport budget the prospect of taking forward new major schemes looks unlikely in the short to medium term. However the Government have stated in the Local Transport White Paper that they are committed to streamlining arrangements for prioritising major schemes for future spending review periods, noting that prioritisation may be devolved to LEPs.

Maintenance

- 3.22 The government have allocated £3 billion in capital over four years on a national basis for local highways maintenance. Locally the maintenance settlement will be paid to the ITA who will passport this funding to the districts who have statutory responsibility for highways maintenance.

Locally the funding is set out in Table 1

Table 1 - The Merseyside four year maintenance block allocations

| 2011/12 | 2012/13 | 2013/14 (indicative) | 2014/15 (indicative) |
|-------------|-------------|-------------------------|-------------------------|
| £13,061,000 | £12,611,000 | £12,002,000 | £11,054,000 |

The national and local framework

Integrated Transport Block (ITB)

- 3.23 Government has allocated £1.3 billion in capital over four years on a national basis for the ITB. Locally the ITB settlement paid to the ITA is set out in Table 2 below. These amounts will be shared between Merseytravel and the districts.

Table 2 - The Merseyside four year Integrated Transport Block allocations

| 2011/12 | 2012/13 | 2013/14 (indicative) | 2014/15 (indicative) |
|-------------|-------------|-------------------------|-------------------------|
| £11,489,000 | £12,255,000 | £12,255,000 | £17,234,000 |

- 3.24 As noted elsewhere this is only one third of the level of funding available at the start of the final year of LTP2. It is therefore very important that we constantly strive not just for innovation and efficiency but for new sources of funding potential. Potential additional sources of funding are set out in Annexe Two but of immediate concern is the, new LSTF, which makes £560 million of capital and revenue funding available over four years.

Local Sustainable Transport Fund

- 3.25 The aim of the fund is to help authorities deliver transport solutions that address the problems of congestion, improve the reliability of journey times and enhance access to employment. Our approach to securing LSTF is set out in Chapter Seven.

Regional Growth Fund

- 3.26 In addition to the specific funding described above, possible financing for transport may be available through the £1.4 billion RGF^(Ref 13). This is designed to help areas and communities at risk of being particularly affected by public sector spending cuts. The fund, which will be spread over three years, 2011-2014 is available to support transport infrastructure which as part of a wider investment supports specific business investments. Both private bodies and public-private partnerships are able to bid for funding by demonstrating that their proposal will bring in private investment and support sustainable increases in private sector jobs and growth in their area.
- 3.27 The Local Growth White Paper states that Government is committed to investing in future transport infrastructure and acknowledges transports crucial role in supporting economic development and creating the opportunities for growth. Furthermore, it is the view of the Government that the transport sector is well placed to make applications to the RGF.
- 3.28 Co-ordinated and consistent working with the LEP and city region partners is vital in ensuring priorities for growth reflects transport requirements. These need to be linked as a cohesive package that can be used as the basis for tapping in to RGF funds in line with the Governments view of the importance of transport to future growth.



Chapter Four Meeting the needs of Merseyside

Meeting the needs of Merseyside

- 4.1 The city region, has established the vision "***To establish our status as a thriving international city region by 2030***".
- 4.2 At the present time the city region aims to realise this vision by developing strategies and plans that deliver the following key objectives:-
- (a) Maximise potential – our people are our number one asset and we want everyone in the LCR to make the most of their potential. We will use their creativity and work with our businesses and education institutions to develop an economy based on knowledge, ideas and innovation that sets us apart from the rest of the UK.
 - (b) Develop our cultural offer – outstanding waterfront and our cultural, sporting, maritime and architectural heritage will place the LCR as one of Europe's 20 favourite places to visit by 2030 and provide an outstanding place to live for our residents.
 - (c) Tackle deprivation – we know that we have issues of multiple disadvantage, specifically around long-term unemployment and poor health that we must tackle. We will target initiatives at those areas most in need and work to more than halve the number of Super Output Areas (SOA) in the UK's 10% most deprived areas by 2030.
 - (d) Maximise connectivity – through the combination of our ports, airport and multi-modal freight and logistics infrastructure, we will deliver Liverpool SuperPort and significantly improve our position as one of the UK's primary international gateways by 2030.
 - (e) Become a low carbon economy – we will become energy self-sufficient and a net energy exporter by the year 2030 through a combination of greater energy efficiency and renewable supply. This will drive us to become the biggest low carbon goods and services city region economy in the UK.

Key projects

- 4.3 At the current time the LCR has identified a number of key projects that it views as crucial to the success of the city region and achieving its strategic priorities. These are set out in Table 13.

Transport as an 'enabling measure'

- 4.4 Transport is regarded by the city region as a key enabling measure critical to the success of achieving strategic priorities, along with Digital Connectivity, Environment and Waste and Housing and Spatial Planning.

4.5 Specifically in relation to transport the city region strategy takes the view that;

'An efficient transport network is essential to meet the demands of the business community and other key sectors. This includes access to jobs, support to address worklessness and skills and supporting the health agenda and a low carbon economy'.

4.6 It will be clear from the current list of projects noted in Table 13 that most have a large transport component. We must also bear in mind the potential that high speed broadband and other new technologies could have in reducing the need to travel.

The Multi Area Agreement (MAA)

4.7 MAAs were established by the previous government as the prime mechanism for supporting sub-regional working on economic issues. MAA's aimed to give local authorities more freedoms from Whitehall in return for pledging a local, partnership approach to boosting economic growth and tackling deprivation and financial inequalities The MAA was formally signed with Government in September 2009 ^(Ref 34).

4.8 The MAA set out four 'transformational programmes' that underpinned its approach to future growth and regeneration. Although, the MAA programme is not being continued by the Government the transformational activities for the city region are being taken forward by the LEP. These are:-

- (a) The development of SuperPort – building on the areas strengths around the port and logistics.
- (b) Building a Low Carbon Economy
- (c) Building a Knowledge Economy
- (d) Developing the Visitor Economy

4.9 It is understood that the LEP are considering adding a fifth action in relation to transforming small business.

4.10 As with the key projects, set out in Table 13, it can be noted that transport has an important role to play in the transformational programmes and these are set out in more detail against each goal which are described in Part Two.

4.11 There was an extensive transport element to the MAA, set out in the 'transport platform' covering accessibility, low carbon transport and increased capacity. Although this is now no longer in place with the Government a number of its proposals are being carried forward within this LTP and continuing working arrangements with DfT will be sought in order to take forward outstanding issues from the MAA agreement. Full details of the MAA and the transport platform can be found at www.TransportMerseyside.org.

The Local Enterprise Partnership

- 4.12 In addition to the four transformational programmes discussed above, it is understood that the shadow LEP draft business plan sets out the following priorities:-
- (a) Encourage and assist existing LCR Business and professional firms to grow.
 - (b) Create awareness amongst potential customers.
 - (c) Encourage and assist existing LCR businesses and professional firms to innovate.
 - (d) Attract new businesses.
 - (e) Articulate private sector needs.
 - (f) Make sure that schools, colleges, universities and professional associations provide the education, training and skills that our businesses need.
 - (g) Develop entrepreneurship.
 - (h) Work with LCR Cabinet, Local Authorities, media and communities to create a serious, intelligent, well informed, publicity savvy environment.
 - (i) Promote and exploit infrastructure and real estate projects.
 - (j) Provide or assist in bidding for direct financial support for existing and new businesses.
 - (k) Apply the mechanisms for growth across the whole City Region to all sectors, including social enterprise.
 - (l) Recognise the importance of international trade.

Taking account of the regional legacy

- 4.13 Both the NWDA and 4NW were keen to ensure that the research and work carried out for RS2010 was not lost and a slimmed down document has been issued as a non-statutory strategic framework for the North West entitled, *'Future North West; Our Shared Priorities'*^(Ref 35). It sets out the following aspirations:-
- (a) The quality of life for the people of the North West will be excellent and the area will become more prosperous, more equitable and low carbon. By 2030 it will be a better place to live, learn, work, visit and invest in; with
 - (b) Job opportunities for all in a highly productive, well-skilled, internationally competitive, knowledge-based and resource-efficient economy which is adapting to climate change and living within environmental limits; and
 - (c) High levels of health and social wellbeing, minimal deprivation and child poverty, good housing and excellent physical and digital connectivity.
- 4.14 Furthermore and specific to the Liverpool City Region it states that:-
- (a) Liverpool will be a world-class cultural city, a major driver of economic growth and an international gateway and the international potential of the Liverpool-Manchester corridor will have been developed.

Taking account of stakeholder views

- 4.15 We received a high level of interest to our period of consultation over the course of 2010. Encouragingly there was a strong measure of support for our approach. As a result of the consultation feedback we have made some changes that are reflected in this Plan. The full report on the consultation process is available as Annexe Nine.
- 4.16 Table 3 sets out the most significant and recurring themes and comments identified in the feedback. Alongside this we indicate the actions we have taken to address the concerns.

Table 3 – Main themes from consultation

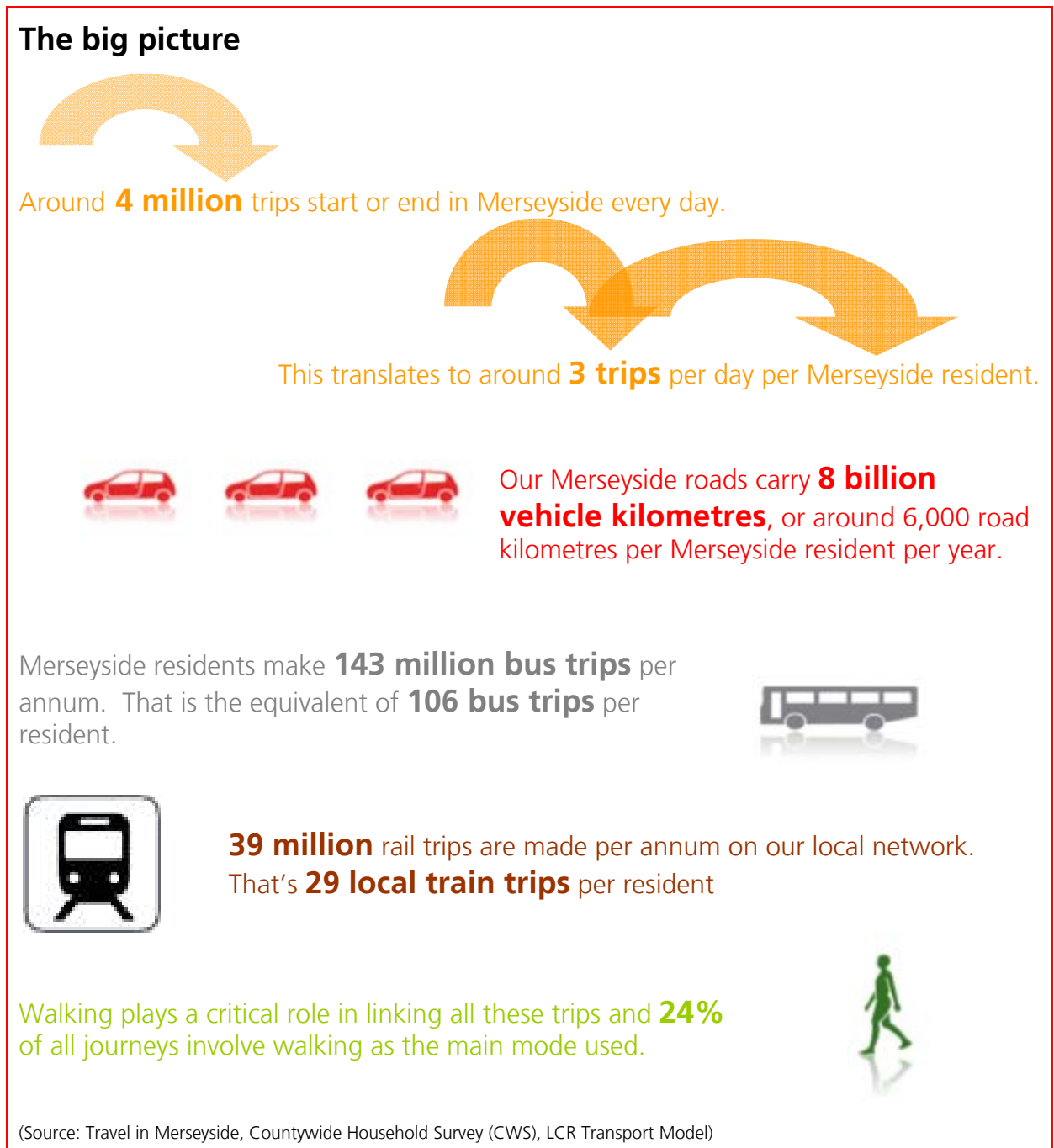
| Comments | Response |
|---|--|
| <ul style="list-style-type: none"> • More consideration of the transport needs of the disabled. • Re-open disused railway lines and expansion of the rail network. • Improve bus services (inc. bus lanes) and punctuality. • Revision of bus routes and timetables (more direct services, rather than having to change and use multiple buses). • Cheaper public transport fares - need to be affordable. • More and improved cycle paths and lanes. | <ul style="list-style-type: none"> • We have a very strong commitment to providing services to assist the disabled community going well above minimum requirements. This ambition remains and details are provided in Goal Four in Part Two. • Financial resources will be very limited. Any new proposals must clearly meet the needs of Merseyside. Further details are provided in Chapter Five. • This is major priority in the short term Implementation Plan and is described more fully in Goal Five in Part Two. The Bus Board will have a major role to play. • This is a major short term priority and the revised Active Travel Strategy set out in Annexe Six provides the framework for action. Goal Three also provides more detail. |

Meeting the needs of Merseyside

| Public Comments | Response |
|--|--|
| <ul style="list-style-type: none"> • Improved multi-modal integration. • Agreement with low speed zones. • Challenges of 'Peak Oil' and Climate Change. • 'Will the challenges we face be met?' • Is there a need to publicise success? • Public perceptions of public transport. • The Strategy must benefit the whole of Merseyside. • Key to success is greater integration with the land-use planning process. | <ul style="list-style-type: none"> • This is a major priority and is described in Goal Five. • Road safety is a major short term priority and is described in Goal Three. Low speed zones will be closely examined. • This is highlighted as major priority and a new strategy will be developed with the city region in the near future. • Financial restrictions will clearly restrict activity. Reinforces the need for careful targeting and seeking multiple benefits with partners. • We are able to show great success over the lifetime of LTP2. New marketing and use of TravelWise will promote successes and travel opportunities to encourage behaviour change. • See above and role of Bus Board. • This is made clear throughout LTP. • A major priority and plans in place to ensure better linking particularly with LDFs. |

Current transport demands

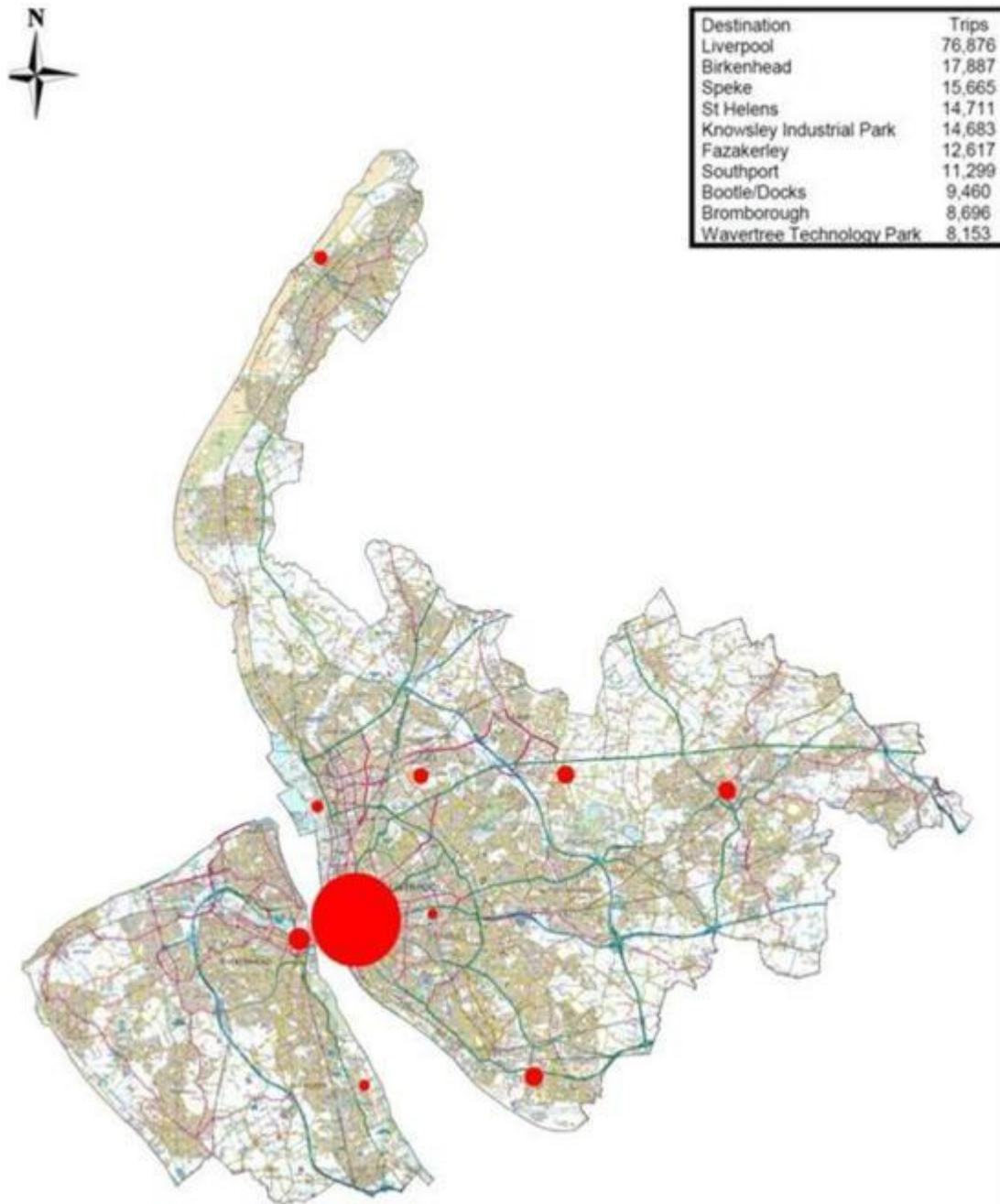
- 4.17 We have developed a substantial evidence base ^(Ref 36). The box below provides some headline facts.
- 4.18 Travel demand is heavily focused at particular times of day. The AM peak (8am to 9am) contains around 0.5 million of the trips in a day, over three times more than an average hour. The box below provides an overview of the present picture.



- 4.19 Map 1 shows the 10 areas with the biggest concentrations of trips to work and the number of trips made on a normal working day.

Meeting the needs of Merseyside

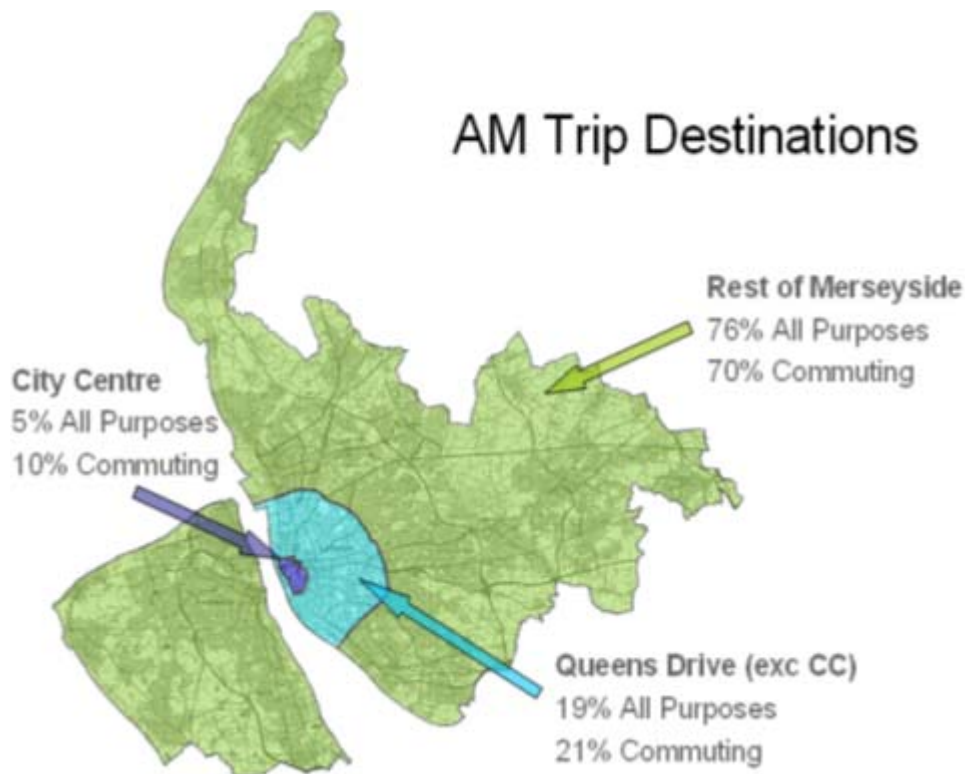
Map 1 – Major employment locations – Trips to work



Source: Census travel to work data 2001

4.20 Whilst it is clear the city centre provides a focus for travel to work, Map 2 shows that across Merseyside in the AM peak, 76% of journeys in Merseyside end outside of the “Queens Drive” cordon. This is a period during which 0.5 million trips (12.5% of the daily total) start or finish in Merseyside. The map also illustrates how the commuting market is particularly strongly focused on Liverpool City Centre as a destination where 10% of all commuting trips are focused.

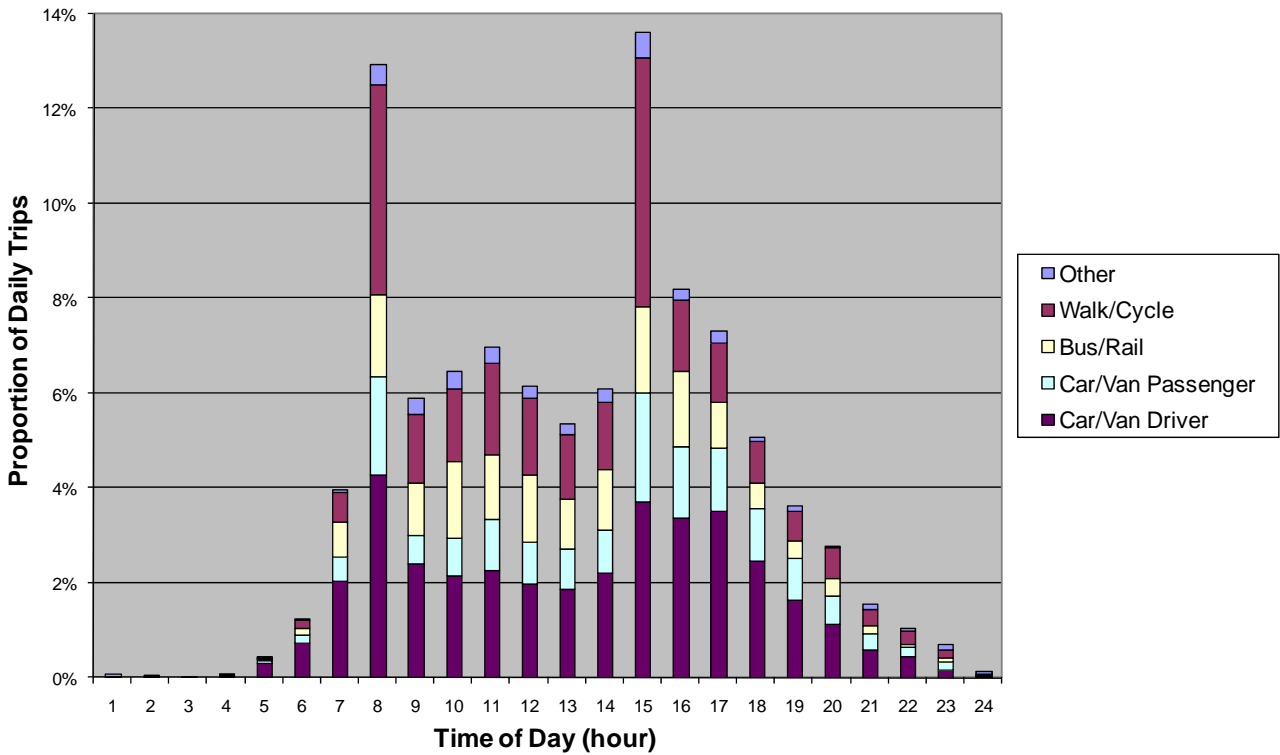
Map 2 - Distribution of all trip destinations in Merseyside in the AM peak



Source: LCR TM 2008

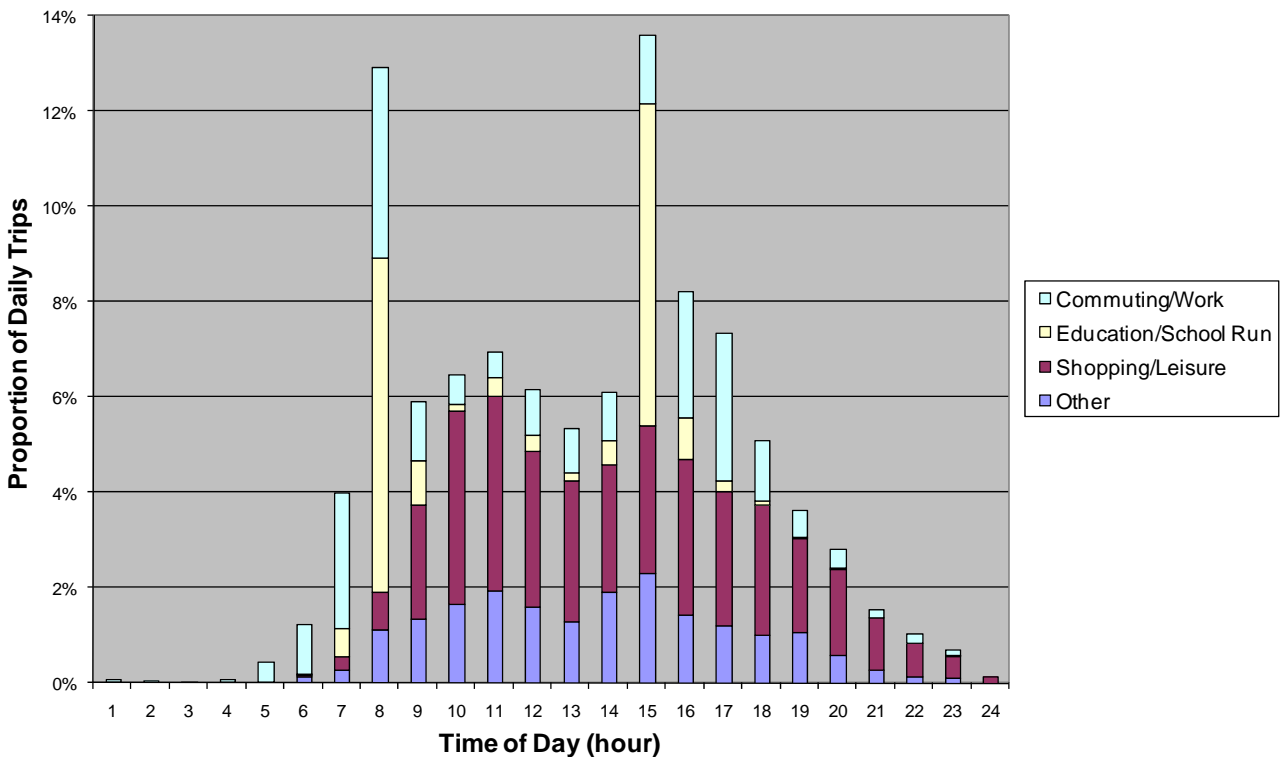
- 4.21 The following figures also provide insight into the use of modes by time of day and the purpose for which journeys are made by time of day. These indicate the following points of interest:-
- The peak times for car/van traffic are 8am and 5pm, which corresponds with the peak times for commuting/work trips shown in Figure 4.
 - However, the peak time for trips by all modes is 3pm, which corresponds with school closing time in the afternoon. Walking trips are also highest at this time.

Figure 4 - Modal choice by time of day



Source: CWS 2010

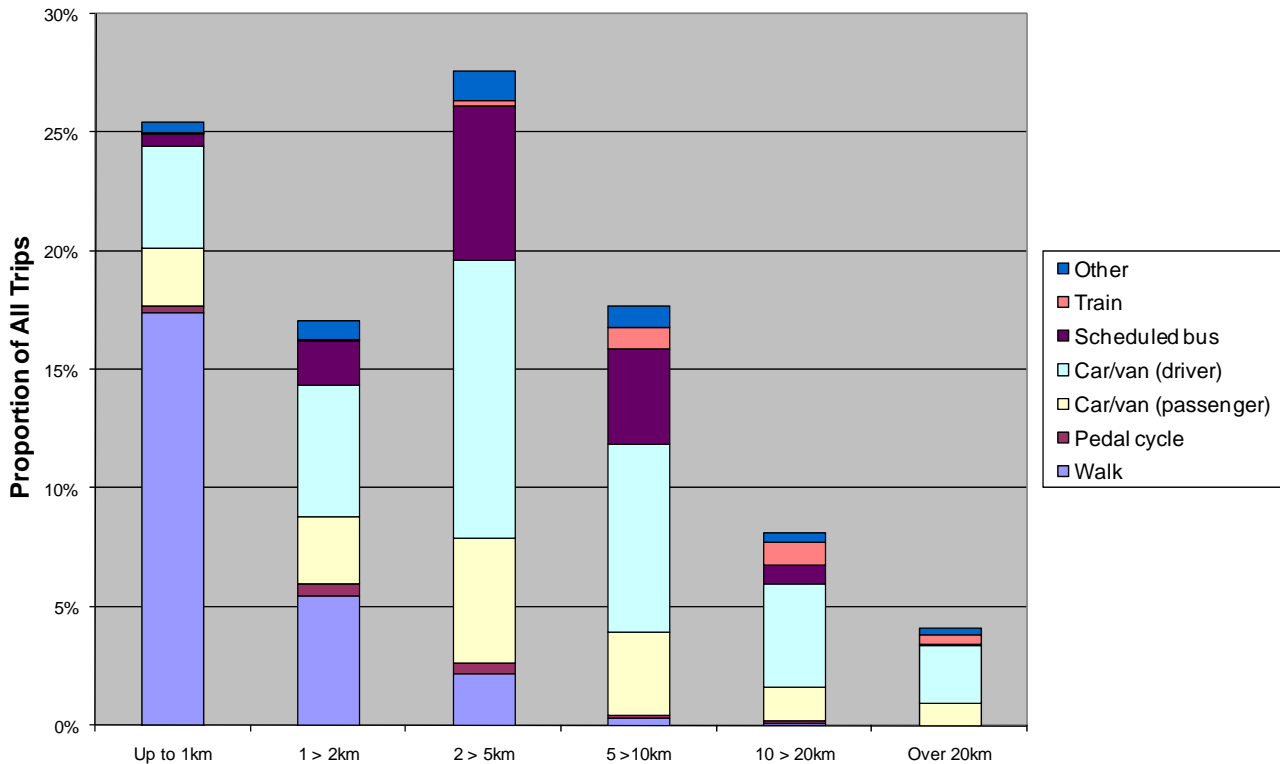
Figure 5 - Purpose of travel by time of day



Source: CWS 2010

4.22 Figure 6 shows how all trips are distributed by trip distance. It shows that about a quarter of all trips starting or ending in Merseyside are under a kilometre long, while over two thirds are under five kilometres. For trips under 10km over a third are made by car drivers, which is more than are completed by walking and cycling combined. For shorter trips this data demonstrates the potential for mode shift to the active modes which would have a major impact on reducing carbon and improving health.

Figure 6 - Proportions of trips by distance band and mode



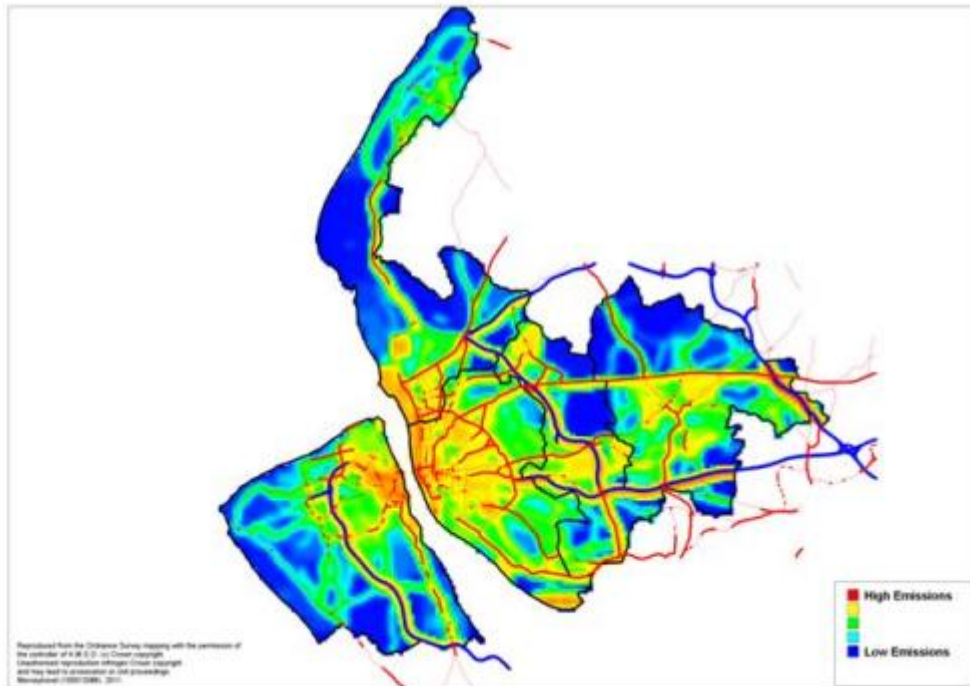
Source: CWS 2010

Carbon emissions from transport and impacts on air quality

4.23 Map 3 illustrates the strong correlation between the transport network and concentrations of air pollutants. Areas of poorest air quality are shown in red and yellow and tend to correlate with routes of major roads and motorways, shown as red and blue lines. Transport makes a significant contribution to Merseyside's air quality problems and addressing this continues to be a key challenge for the LTP.

Meeting the needs of Merseyside

Map 3 – Distribution of air pollution on the major road network



Travel and Disadvantage

4.24 The scale of disadvantage in Merseyside is described in the box below.

Disadvantaged areas

For this LTP, we defined our disadvantaged areas as those SOAs that are in England's top 10% worst performing.

SOAs have an average population of 1,500 residents. They are predominately used to compare areas of the UK against each other in terms for example of levels of economic activity or ethnicity, levels of crime and other socio-economic data compared at the local, regional and national levels.

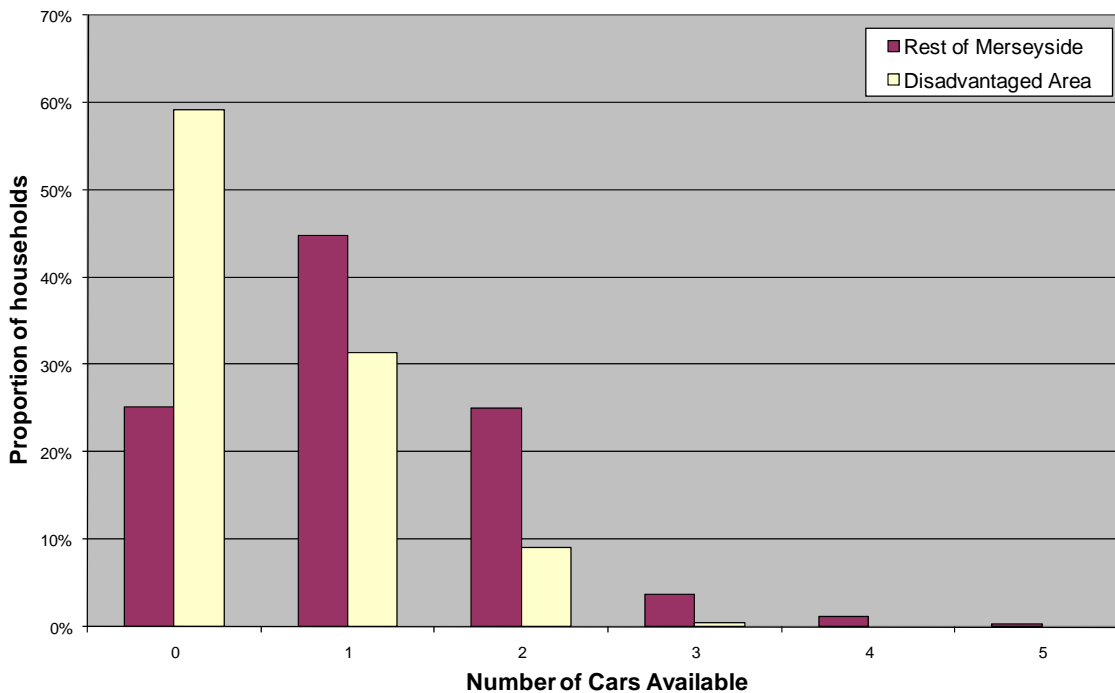
In the top 10% worst performing SOA's nationally there are 325 on Merseyside. This is 33% of the top 10%

This means a third of the Merseyside population – approximately 462,000 residents. are classed as disadvantaged.

- Further analysis shows that there are 6 Merseyside SOA's in the top ten nationally and 39 in the top 100 nationally

- 4.25 Our evidence shows there are considerable disparities in the access that different groups have to transport services. Some of these are of significant concern and imply that certain groups have poorer access to key services and opportunities than others.
- 4.26 Figure 7 illustrates the significant disparity of access to private car transport for those in disadvantaged areas. We also know, for example, that on average the unit cost for journeys by public transport can be higher for those that cannot afford to invest in longer period season tickets. More detail on the research undertaken in this area is described under Goal Four in Part Two.

Figure 7 - Disadvantaged areas – Access to car



Source: CWS 2010

Looking ahead – Forecasting future conditions in Merseyside

- 4.27 As we have noted, forecasting in the current economic climate is particularly challenging and requires a pragmatic approach. A clear distinction is also made between short and long term forecasts. In this LTP context these are considered to be 2014 and 2024.

Employment and housing projections

- 4.28 We were partners to work undertaken, on behalf of the city region by PION/Cambridge Econometrics (CE) on the employment prospects for the region and the “SHLAAs” review which identified likely areas and volumes of housing growth ^(Ref 37) which was carried out as part of the LDF and RSS process. Since the abolition of RSS, these have been reviewed as part of the ongoing integration of LTP and the LDF’s.

Current LDF positions

- 4.29 The LCR districts have provided more detail on their emerging core strategies and their possible infrastructure priorities. Note that the differing levels of detail below reflect the different stages of development of each LDF. The current timescales for each LDF are set out in Goal One in Part Two

Knowsley

- 4.30 The RSS had required an additional 450 dwellings be built each year. It also required Merseyside and Halton to accommodate an additional 494 hectares of land for employment purposes. Knowsley’s proportion of this is approximately 95 hectares. Need identified by the Council is not significantly different from the RSS targets.
- 4.31 The Council’s Strategic Housing Land Availability Assessment and Employment Land and Premises studies identify that there are likely to be shortfalls of land within the urban area to meet these development needs towards the latter end of the period to 2027. This is likely to require a review of green belt boundaries in some areas during this period.
- 4.32 Key housing or mixed use regeneration area proposals are likely to include North Huyton/Stockbridge Village, the Tower Hill area of Kirkby and South Prescott. The Council is undertaking a review of Knowsley Industrial Park which will identify to what extent the Park can be remodelled to meet some of the identified need for employment land.
- 4.33 Kirkby Town Centre has been identified as being a priority for regeneration. This is likely to include a phased expansion of the town centre.

Liverpool

- 4.34 The City Centre is the main focus for economic activity and job creation and the Inner Areas, particularly North Liverpool, are the key priority for housing, neighbourhood renewal and investment.
- 4.35 Based on an assessment of land availability and dwelling capacity 70% of housing growth would be accommodated in the City Centre/Inner Areas combined and 30% (significantly more than in recent years) in the Outer Areas.

- 4.36 A 'Focused Regeneration' approach has been adopted by Liverpool which features:-
- A level of housing growth that will both ensure that the City meets its own needs and provides for population growth and so fulfil Liverpool's proper role at the heart of the city region – this amounts to over 40,000 new homes between 2008 and 2026;
 - The need to maximise sustainable economic growth, with the emphasis on the role of the City Centre, together with other key employment locations throughout the City, notably the Strategic Investment Areas;
 - The need for the Inner Areas to be the focus for residential development and investment, in recognition of the regeneration needs of those areas, their potential development opportunities and to support housing regeneration initiatives;
 - A key role for North Liverpool comprising the wards of Anfield, County, Everton and Kirkdale, which are amongst the most deprived areas in the country yet possessing enormous potential, for sustainable economic and residential growth;
 - Prioritisation of district and local centres for investment in shops and services;
 - The need to ensure high quality, accessible green infrastructure across the City; and
 - To protect the City's important heritage assets and environment.
- 4.37 Maximising Sustainable Accessibility is one of seven strategic objectives that help to deliver the vision of the Core Strategy. It aims to ensure maximum accessibility to employment, shops, services, education and training by supporting and improving the City's transport infrastructure and ensuring all development is highly accessible, particularly by sustainable modes of transport. The Core Strategy gives support to the LTP and supports LTP schemes and programmes including improving access to Liverpool John Lennon Airport (LJLA), improving access to the Ports of Liverpool and Garston, facilities for Park & Ride and improvements in the city centre including rail capacity improvements.

Sefton

- 4.38 The preferred option is for annual housing growth of 480 homes per year up to 2027; giving a total of 8520 (this includes a current backlog of 360 homes). Sefton's Strategic Housing Land Availability Assessment has identified capacity in the existing built-up area of 4,850 which leaves a shortfall of land for 3,670 homes to be located within Sefton's green belt.
- 4.39 A Green Belt Study has been carried out to identify potential sites for future development but no decisions have been made on which of these sites will be promoted for development.

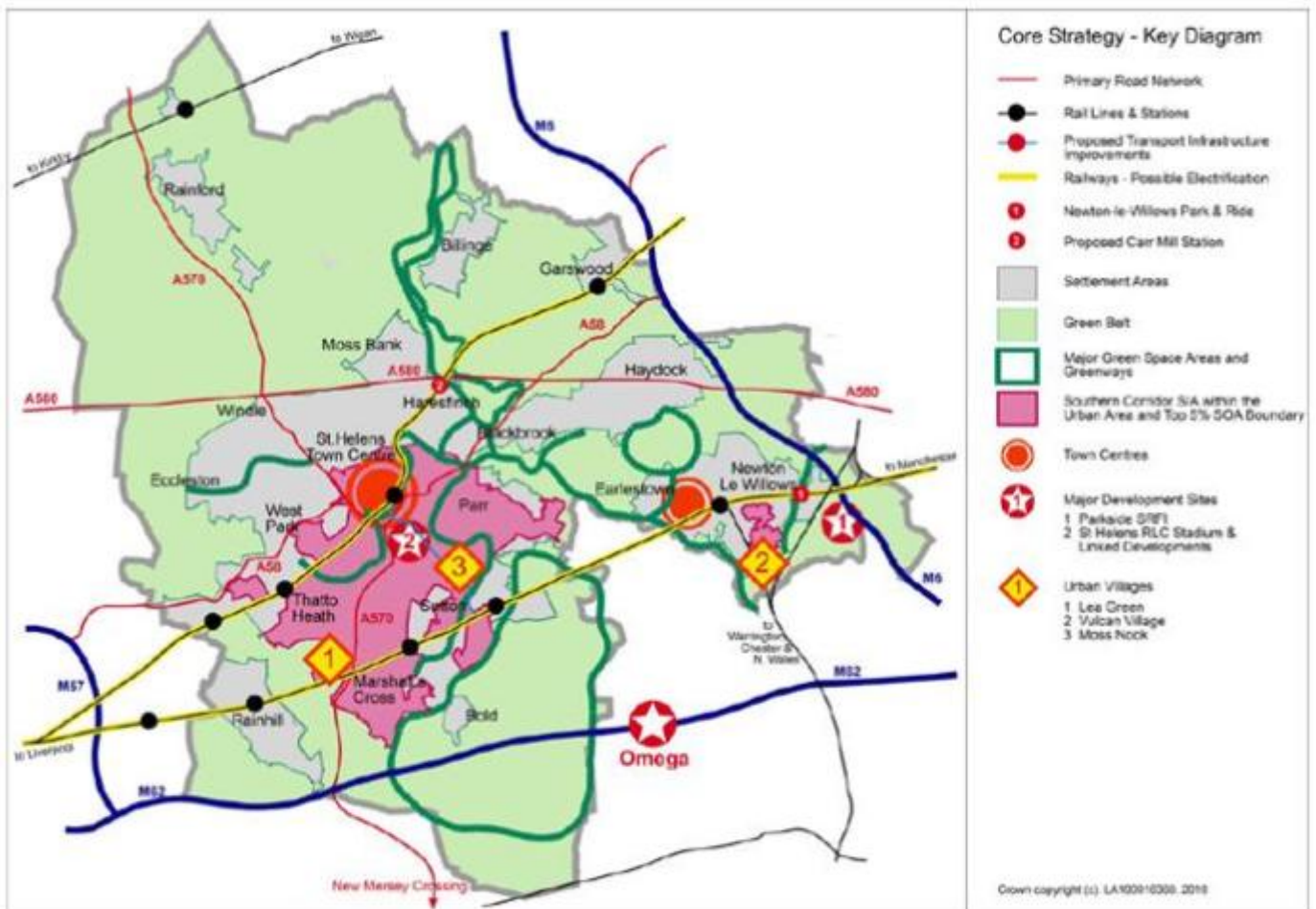
Meeting the needs of Merseyside

- 4.40 Recent employment studies have concluded that Sefton has enough employment land for the first part of the plan, as long as strategic employment locations are retained and their utility maximised. Post 2020 a 20 hectare employment site in north Sefton (preferably either Southport or Formby) will be required to meet local employment needs in the area. This is likely to be located in the Green Belt.
- 4.41 During the life of the plan period it is anticipated that broad commuting patterns will remain as they are. The Core Strategy will support the Thornton-Switch Island Link road and the building of Maghull North station, both of which would help alleviate congestion. A study is currently underway on solutions to the congestion issues on the A565 and any relevant issues will also be reflected in the Core Strategy or later documents as part of the LDF. The Core Strategy will also support the growth of the Port at Seaforth providing it does not cause unacceptable harm to local amenity or wildlife.

St Helens

- 4.42 St Helens Core Strategy, covering the period to 2027 makes provision for 13,680 net additional dwellings from 2003 to 2027, 46 hectares for employment uses and 17,000 square metres of major retail development. It emphasises making best use of existing brownfield land and directs development primarily to the existing urban areas
- 4.43 The Core Strategy recognises that a shortfall of land for housing (and potentially for employment land) towards the end of the plan period (from 2023/24) will require the review of the Green Belt land.
- 4.44 A significant strategic site is the proposed Strategic Rail Freight Interchange at the former Parkside colliery at Newton-le-Willows. Focused on the former Parkside Colliery, it is located in the Green Belt and is bisected by the West Coast Main Line and M6 motorway and adjacent to the Liverpool-Manchester Chat Moss rail line, potentially making it a good location for a road-rail transfer and warehousing point. It could potentially cover two phases totalling up to around 155 Hectares, providing an estimated 620,000m² of floor space (based on a 40% density) by 2024.
- 4.45 Creating an 'Accessible St Helens' is one of the key aims identified by the core Strategy. The objective of improving access for all by facilitating sustainable transport choices, developing in accessible locations, an integrated public transport network and targeted improvements to the transport network is key in supporting this aim.
- 4.46 As part of the Core Strategy a key diagram of the borough showing land use, proposed infrastructure developments and transport infrastructure provision has been produced and is shown below.

Map 4 - St Helens core strategy



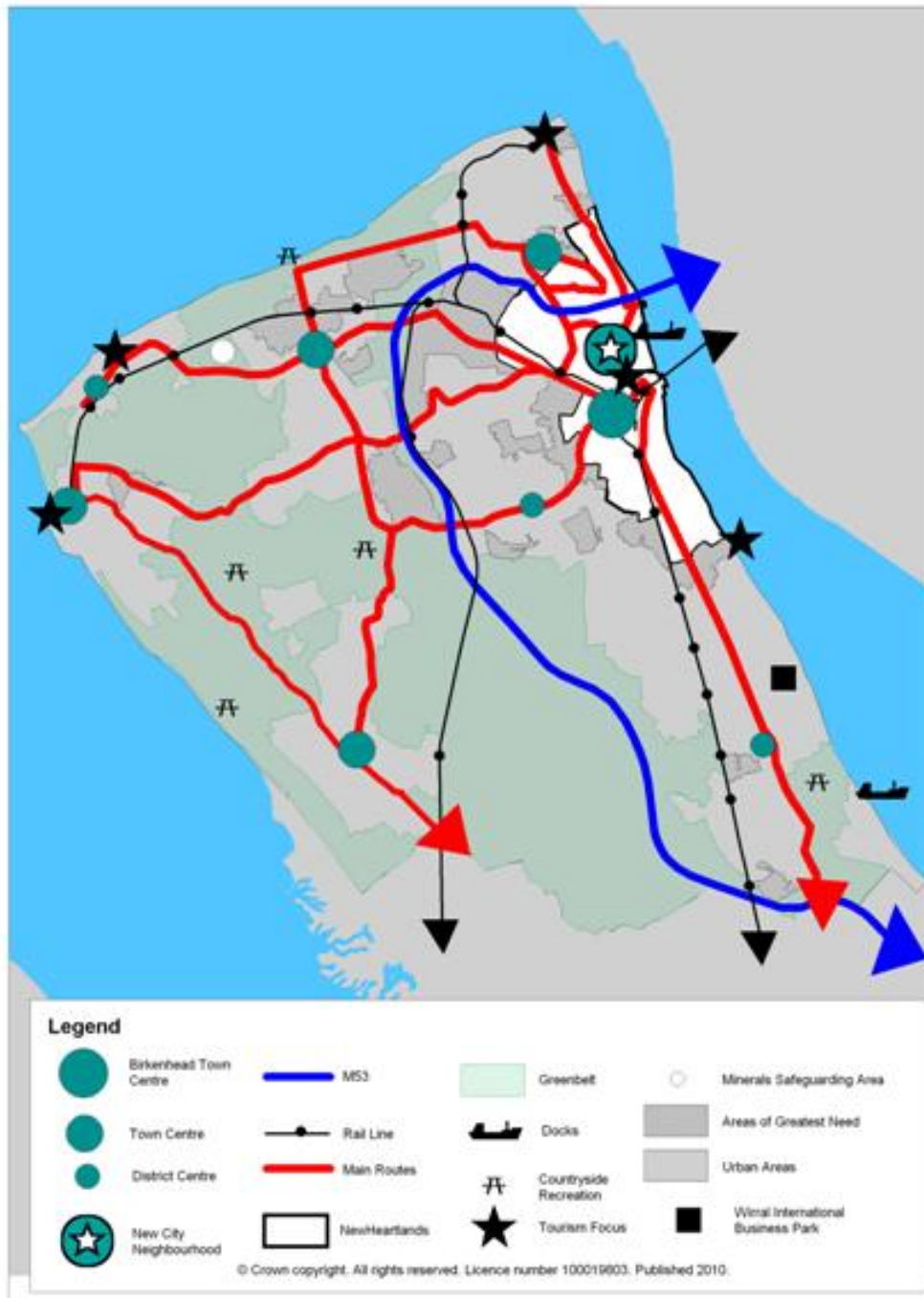
Wirral

- 4.47 Wirral's, 'Broad Spatial Strategy' is to focus future economic, housing and population growth to areas in greatest need of social, economic and environmental regeneration, particularly within the older urban areas of east Wirral. The focus for new jobs will be the Strategic Regional Sites at Birkenhead (particularly Wirral Waters and Woodside) - proposed as a broad location for development of a new City Neighbourhood – Bromborough and other existing employment areas in central and eastern Wirral.
- 4.48 Port activity will continue at West Float, Cammell Laird and the Manchester Ship Canal and there remains an aspiration to restore the rail link to Birkenhead docks.
- 4.49 Wirral Waters will bring forward significant new housing and employment development over the longer term. Some housing, along with other services, will also be directed to areas in and around the larger existing centres in the Borough which are well served by public transport and along transport corridors served by well-integrated high frequency public transport. Enhancement to the Bidston-Wrexham line remains a Council priority. No changes are proposed to the Green Belt.

Meeting the needs of Merseyside

4.50 The Core Strategy will require new development to contribute to new or replacement facilities where they are needed to serve the development proposed or to mitigate its impact. In terms of transport, the types of provision likely to be required will include lorry routes and facilities for public transport, walking and cycling.

Map 5 - Wirral core strategy



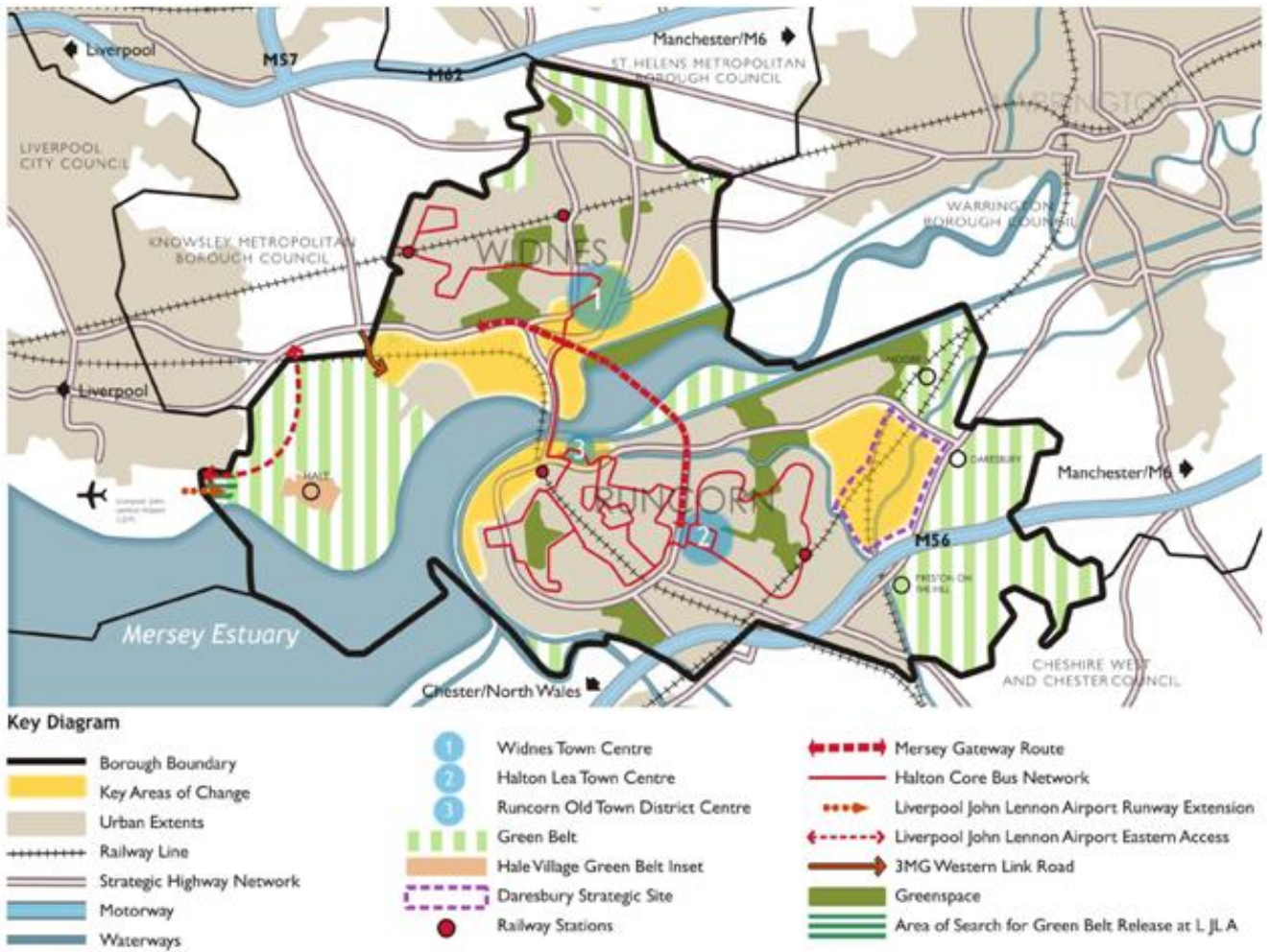
Neighbouring authorities

Halton

- 4.51 The Halton Core Strategy sets out the Borough's future levels of housing, employment and retail and will be used to guide development over the 15 year plan period. To 2026 the Halton Core Strategy will guide the delivery of 8000 additional new homes, 260ha (gross) of land for employment purposes, up to 35,000sqm of town centre convenience/ comparison goods retailing and up to 22,000sqm of bulky goods retailing.
- 4.52 The Strategy will largely be realised by the delivery of four "Key Areas of Change" across the Borough where the majority of new development will be located. These Key Areas of Change have been identified as:-
- 3MG (the Mersey Multimodal Gateway) at Ditton in Widnes.
 - South Widnes – including Widnes Town Centre, Widnes Waterfront and the regeneration area of West Bank.
 - West Runcorn – including Runcorn Old Town, Runcorn Waterfront and the Mersey Gateway Port (Weston Docks).
 - East Runcorn – covering Daresbury Science and Innovation Campus, Daresbury Park and Sandymoor.
- 4.53 An objective of the Core Strategy is to provide accessible travel options for people and freight, ensuring a better connected, less congested and more sustainable Halton. To achieve this the Core Strategy is closely linked to the Halton LTP3 and supports the delivery of a number of transport related schemes and initiatives including the Halton Curve rail scheme, the 3MG Access Road, the LJLA Eastern Access Transport Corridor and access improvements to Daresbury Strategic Site (East Runcorn). This objective will also be supported through the delivery of the Mersey Gateway Project and its Sustainable Transport Strategy. The new bridge will improve connectivity between Runcorn and Widnes and the wider LCR and region, present opportunities for local regeneration, particularly in the South Widnes and West Runcorn Key Areas of Change, maximise local economic growth opportunities and become an iconic gateway for the area.

Meeting the needs of Merseyside

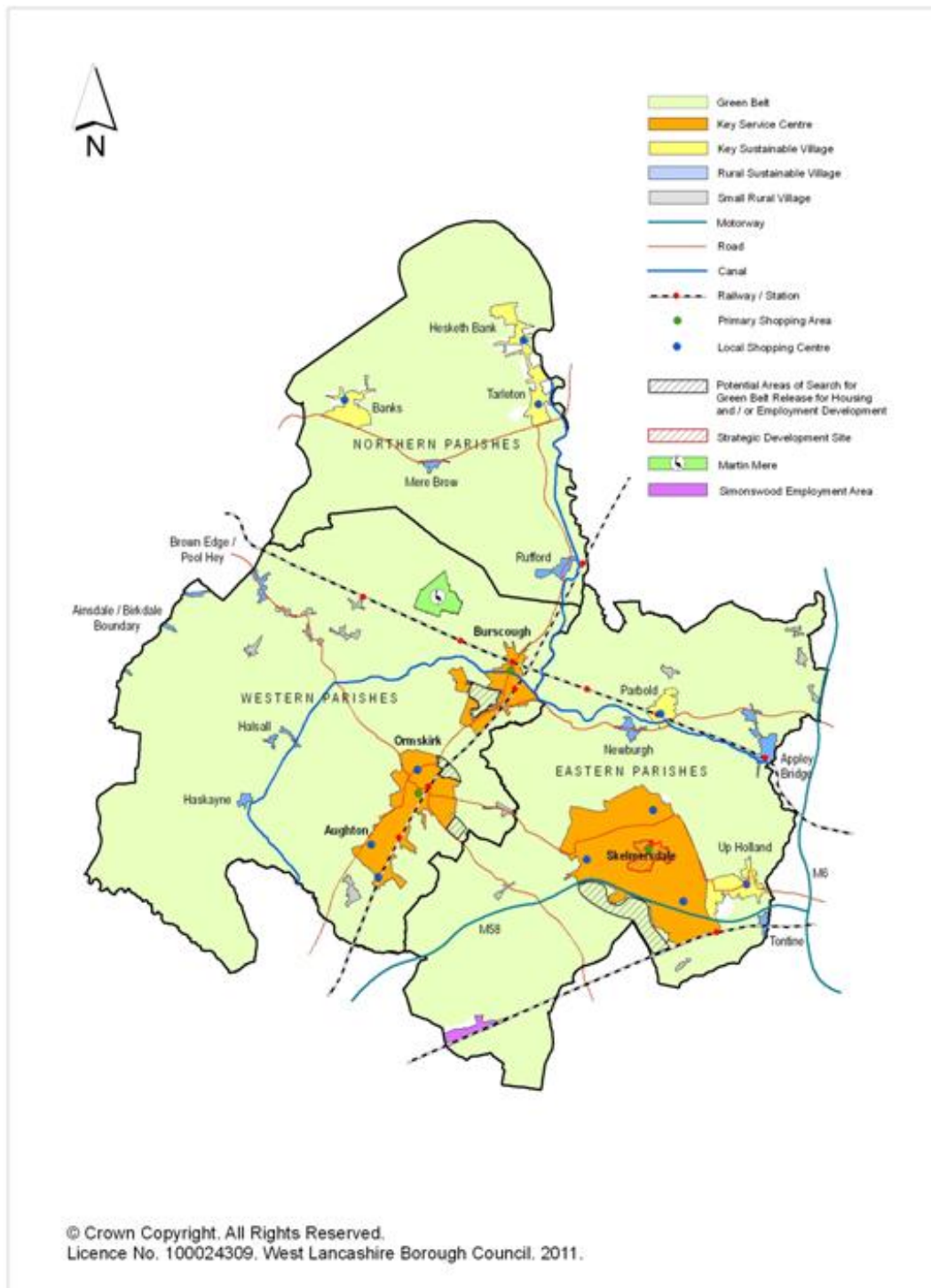
Map 6 - Halton core strategy



West Lancashire

4.54 West Lancashire borders Sefton, Knowsley and St Helens and there is a significant amount of cross boundary travel as a result of commuting, shopping and leisure activity.

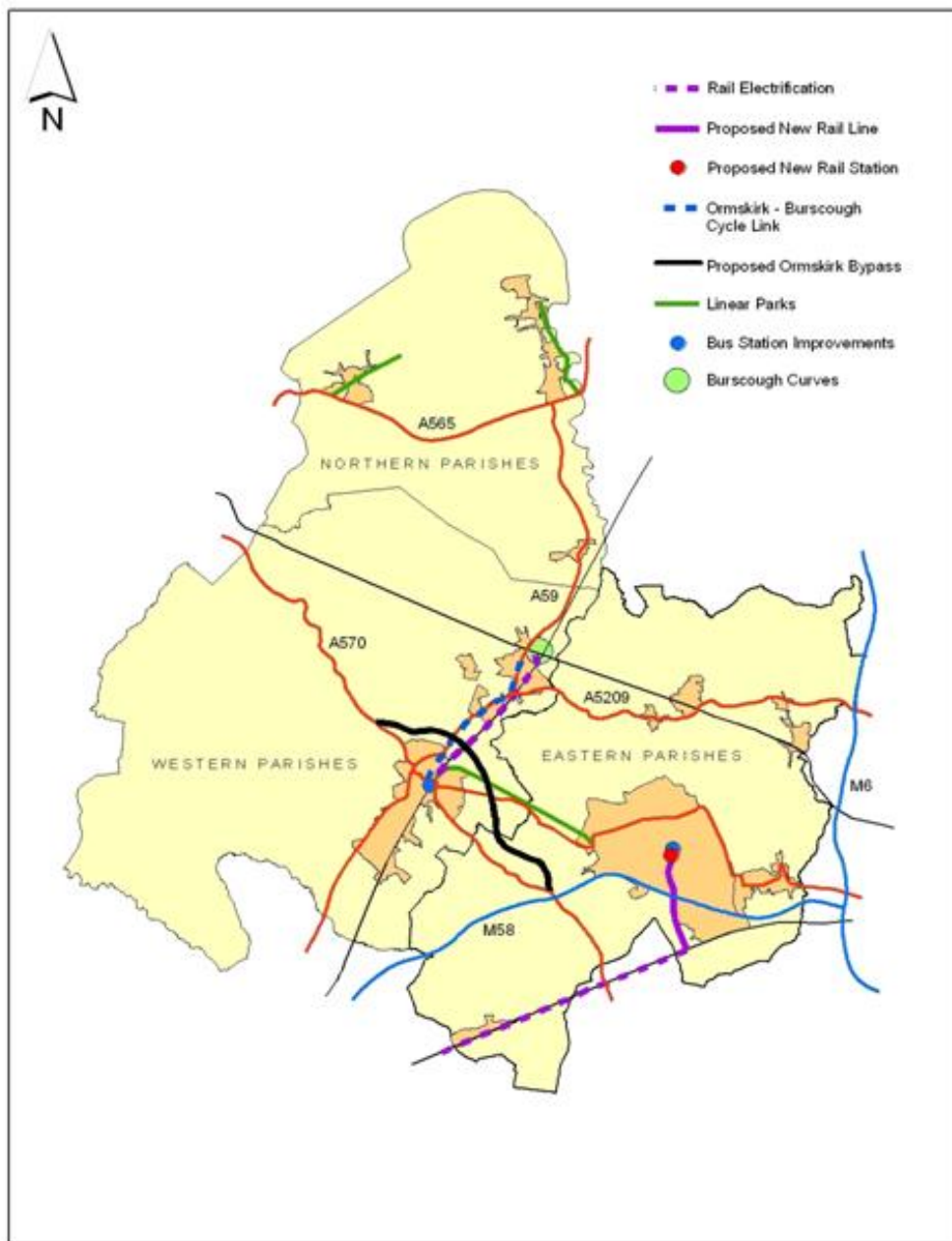
Map 7 - West Lancashire core strategy



- 4.55 Skelmersdale remains the focus for development and economic regeneration in the Core Strategy. Improving connectivity to the LCR has been identified as a way of improving the desirability of Skelmersdale as a housing and employment location of choice, especially the need for improved rail connectivity to Liverpool. Extending the Merseyrail system along the current diesel Kirkby to Wigan line as well as introducing a new rail station within Skelmersdale would provide a catalyst for regeneration.

Meeting the needs of Merseyside

Map 8 - Transport impacts of development strategy in West Lancashire



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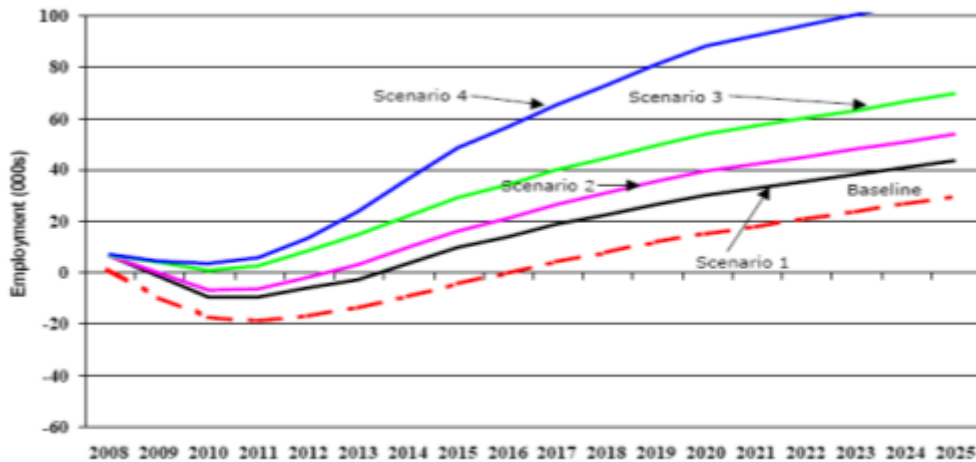
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- 4.56 The Burscough and Ormskirk area of the Borough will form a secondary focus for new development. Extending Merseyrail on the current Ormskirk to Burscough line would improve accessibility to Liverpool and reduce dependency on the car, which is particularly important given the current congestions problems experienced on the A59 through Burscough and Ormskirk. There is also an interest in re opening the Burscough Curves to facilitate direct rail links between Southport and Ormskirk.

Economic forecasts

- 4.57 Figure 8 shows the range of employment forecasts generated by the PION/CE study described earlier.

Figure 8 - Forecast employment growth



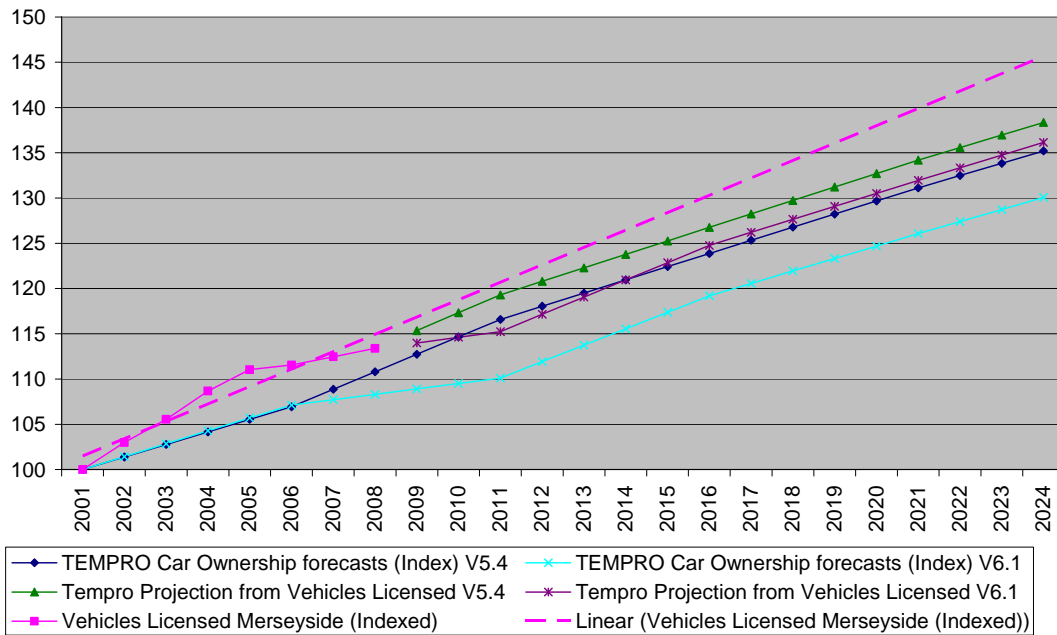
Source: PION/CE LCREA Technical Report

- 4.58 Further to the work described earlier, the MTP has taken advice on the preferred employment scenario to be modelled in our transport model for LTP3. The advice from the planning and regeneration sector was that the correct scenario to model was three, with the addition of a small but highly significant number of large schemes now scheduled to come forward – including Liverpool Waters and Wirral Waters.
- 4.59 Although it is recognised as a forecast of a strong recovery from recession this is the agreed City Region position on likely employment growth.
- 4.60 In addition to our local assumptions, we have also tested an alternative economic growth scenario based on recent national forecasts for the Merseyside area. Our modelling work is described in more detail in Annexe Three.

Transport forecasts

- 4.61 Full results from our Liverpool City Region Transport Model (LCR TM) are presented in Chapter Five.
- 4.62 Complimentary to our own modelling, further understanding of future transport demands can be gained from analysis of a number of other important trends. One such trend is the rate at which car ownership is forecast to grow. Figure 9 shows two alternative car ownership forecasts taken from TEMPRO, the DfT’s primary forecasting tool ^(Ref 21). The more recent draft (v6.1) forecast shows a slower level of growth, although in all scenarios it is clear that despite the recession, considerable growth in car ownership is still anticipated for the medium to longer term.

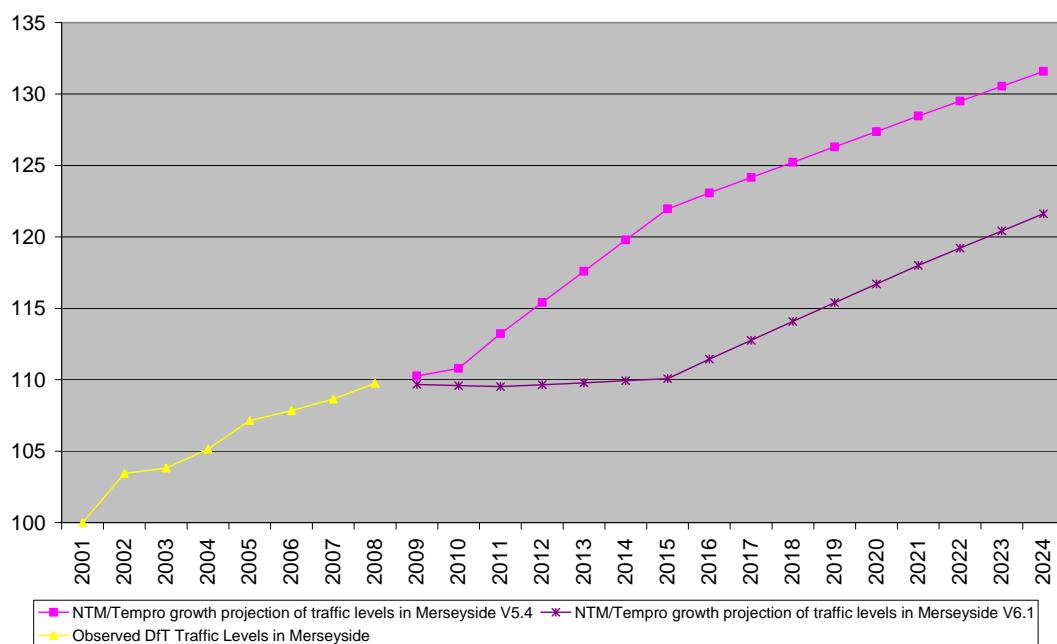
Figure 9 - TEMPRO forecasts in Growth in car ownership



Source: TEMPRO/DfT/DVLA

4.63 Figure 10 highlights how the Government’s TEMPRO v5.4 and v6.1 forecasts also show a differing view of future traffic growth. A period of stagnation in traffic growth until around 2015 is evident in the v6.1 data, driven by revised forecasts of the economic downturn. In contrast the v5.4 data forecasts a more “business as usual” level of growth, closely in line with previous trends. Whilst not an official data release we consider these v6.1 forecasts are more likely to be indicative of a more realistic view of traffic growth in an economic downturn. This position is borne out by the most recently available count data which shows no recent growth.

Figure 10 - TEMPRO – Traffic forecasts



Source: DfT/TEMPROM

Meeting our goals

4.64 Taking account of the foregoing we can summarise the key issues relating to meeting our goals. It is important to stress that all Goals have equal status. Our evidence suggests they work best as a package.

Goal One – Helping create the right conditions for sustainable economic growth by supporting the priorities of the LCR, the LEP and the LSPs

- (a) The provision of an efficient transport system will be critical to helping the city region achieve its Vision and aspirations for sustainable economic growth, through the city region Cabinet, the LEP and other delivery arrangements that the city region may decide upon. Joint working with the city region and LEP will be critical.
- (b) At a local level, each Merseyside local authority also has a LSP bringing together a wide range of stakeholders to work toward a joint ambition for their area. At the present time, these arrangements are being reviewed, but transport remains critical to meeting a range of local priorities including access to work, health and education, road safety and public realm for example.
- (c) The integration of LDF's and LTP will be critical.

Goal Two – Provide and promote a clean, low emission transport system which is resilient against changes to climate and oil availability

- (d) A high quality environment is central to the LCR vision of establishing a 'thriving, international city region' and critical in creating a region with a resilient economy and improved health and wellbeing. Transport has a crucial role to play in delivering the city region transformational programmes to create a low carbon economy.
- (e) Transport, as a significant contributor to a number of the environmental challenges in Merseyside, must take a leading role in delivering the solutions. This strategy sets out how we propose to reduce the negative impacts of transport on the environment and provide a transport system which is clean, less dependent on carbon and which helps us adapt to climate change. This strategy will in itself also provide a catalyst for job growth in new technologies.

Meeting the needs of Merseyside

Goal Three – Ensure the transport system promotes and enables improved health and wellbeing and road safety

- (f) Merseyside has much to do to improve the health and wellbeing of our communities, with persistently poorer physical and mental health in many parts of Merseyside than other areas of the UK. We recognise that the health of our citizens is fundamental to the success of our city region. For these reasons we are placing health and wellbeing as key elements of this LTP, which also provides a framework for action as part of the Decade of Health and Wellbeing.
- (g) Good transport and mobility can be an enabler of wellbeing providing access to services and green space and the provision of the right conditions for active travel such that can address obesity and improve mental health as well as easing traffic levels, reducing carbon emissions and increasing resilience.
- (h) We are committed to reducing the divide between the mobility rich and the mobility poor and addressing areas of real concern within our more disadvantaged communities, which includes the higher risks to children from road traffic accidents, through promoting health equity. We are proposing a package of measures that we believe can have a measurable impact to help these communities, in tandem with our partners.

Goal Four – Ensuring equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.

- (i) Transport is essential for the life and economy of Merseyside. It provides for the efficient movement and access of people and goods across the area. All Merseyside residents must be able to connect easily with the opportunities and services that have an impact on their quality of life and life chances. In some instances we must improve the capacity or efficiency of the network to ensure this happens.
- (j) The ability to connect with place of work, education, health, leisure and other opportunities is often taken for granted by many. However, for those living in our most disadvantaged communities, these opportunities are not always readily available. High levels of worklessness in some communities and poor access to healthcare, education and food shopping have been highlighted as particular issues.

- (k) The transport sector must ensure that the transport system promotes greater equality of opportunity for all citizens in order to a fairer society and reduced health inequalities.

Goal Five – Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.

- (l) Safe, efficient and accessible transport systems are the lifeblood of the local economy, supporting all the wider policies and ambitions of Merseyside. Congested roads affect goods movement and impose a range of costs on business. Whilst our assessment indicates that our highways are unlikely to suffer high levels of congestion in the short term, there will be localised pinch points that will impact on the efficient movement of buses and freight. The role of ITS and astute use of the Network Management Duty (NMD) will enable us to make maximum efficient use of the network.
- (m) On the rail network, Merseyrail suffers capacity problems at certain times and locations that will impact upon future passenger growth, especially at Liverpool Central Station. On highways, buses require ease of movement particularly at junctions and on the approaches to the city centre. Maintaining a congestion free Strategic Freight Network will be a priority as will working with the FQP to address common aims. A range of measures will be required to manage demand and ensure efficient movement of people and goods. Current financial conditions suggest that these will have to be lower cost solutions, at least in the short term.

Goal Six – Maintaining our assets to a high standard

- (n) A well maintained network is essential to support all the LTP3 goals and policies and to ensure maximum benefit is obtained from the existing highway infrastructure and any improvements made to it.
- (o) The increase in traffic levels, both in volume and weight, combined with more extreme weather conditions has accelerated the deterioration of the highway network. Changes to our climate can be expected to put new pressures on the condition of the highway network.

Part Two contains full details of our plans and proposals for delivering our goals.

Challenges and Opportunities

- 4.65 Based on the evidence presented in this chapter, Table 4 presents an updated position on the Challenges and Opportunities that need to be addressed by the LTP strategy.

Meeting the needs of Merseyside

Table 4 – Updated Challenges and Opportunities

| Challenges | Opportunities |
|--|--|
| <ul style="list-style-type: none"> • Supporting economic growth whilst reducing carbon levels. • Continued failure to meet air quality targets leaves authorities vulnerable to significant costs. The Localism Bill put in place powers for the cost of European fines to be handed down to local authorities. • ‘Peak Oil’ poses a threat to the operation of the transport system which would be severely hit by restrictions in oil availability and price fluctuations. • Finance will be extremely tight ITB settlement one third of current funding and well below planning assumption used in draft Preferred Strategy. Current position even more critical than previously. • Low levels of public funding will force prioritisation, joint working to meet multiple objectives and increased reliance on private sector. • Using evidence to justify actions, together with clear prioritisation will be critical. | <ul style="list-style-type: none"> • Local Transport White Paper - Creating Growth – Reducing Carbon validates LTP approach and provides strong continuing framework for our approach. • Rail network a major asset and potential for zero carbon Merseyrail network in the longer term. • New technologies offer potential to cut travel and reduce carbon levels and poor air quality. Research confirms this potential and proposals set out based on revised ITS strategy. RTI and ITS being progressed. • A sustainable travel city can generate investment and jobs. • LSTF provides the opportunity to replace some of the funding lost by severe cut backs to ITB. Guidance is supportive of Merseyside approach. • RGF and new funding regimes such as Tax Increment Financing (TIF) and Community Infrastructure Levy (CiL) may offer new funding regimes. New European funding from 2013 may support LTP. • Development of use of appropriate Merseytravel revenues to fund transport projects, including Powers of Wellbeing. • MTP has excellent record of Partnership working. |

Meeting the needs of Merseyside

| Challenges | Opportunities |
|---|---|
| <ul style="list-style-type: none"> • Changes at the regional and city region level may pose problems of capacity to carry forward priorities. • Loss of regional structures such as NWDA and GONW have left vacuums that have yet to be resolved at a more local level. • City region governance issues remain problematic. Introduction of LEP has created expectations but city region has not yet reorganised to take account of changes. Transparency and information flows with LTP remain unclear. • Future role and functions of LSPs is unclear, meaning effective cross sector working is made more difficult. • Freight forecast to continue to grow but at slower rate in short term. This may not apply to vans which are the growth side of the freight industry. Post Panamax may bring increased pressures on port access after 2014/15, but with some localised pinch points in the short term. • Significant pressures of potential rising car ownership and car usage in the longer term, but although increasing car ownership likely, little growth in traffic levels forecast in the shorter term. • Rising expectations of major developments bringing extensive housing and job growth to 2024. - Danger that planning may be based on unrealistic growth assumptions. • Increasing levels of long distance commuting into the region. | <ul style="list-style-type: none"> • Local Transport White Paper brings additional support for better integration. • Establishment of DfT Northern hub office will maintain lines of direct contact. • Establishment of the LEP and revised LCR working arrangements hold out the hope for improved strategic alignment. • Completion of schemes in the pipeline such as Hall Lane improvement, Thornton Switch Island and Mersey Gateway and Liverpool to Manchester and Preston rail electrification. • The Planning Act 2008 regime which makes ITAs a statutory consultee on national major infrastructure proposals. • High numbers of short trips offer opportunities for shift to sustainable modes linked to a transformational public health programme via walking and cycling building on the Decade of Health and Wellbeing. • A clear opportunity for lower cost sustainable solutions and smarter choices through TravelWise. |

Meeting the needs of Merseyside

| Challenges | Opportunities |
|--|--|
| <ul style="list-style-type: none">• Pressure to attract jobs may lead to lack of integration of land use and locational choice for services and employment locations, leading to inaccessible sites for those without access to a car.• Changes to PPG13 may weaken demand management policies and SPD in particular in relation to car parking.• In the longer term rising demand will impact on business efficiency and environment.• Lack of proper design for sustainable modes in new developments.• Reducing the negative transport impacts on disadvantaged communities.• Health impacts of transport not fully acknowledged. Increasing levels of cycling and walking is essential against current low levels of use.• Future loss of bodies such as the PCTs could have major impacts on joint working with the health sector.• Access to schools. Parental choice is one of the key factors leading to increased use of car and less cycling and walking. Uncertainty over Building Schools for the Future, (BSF). Increased levels of cycle storage needed at many schools.• Changes to DLA and proposed scrapping of Education Maintenance Allowance (EMA) to cause further problems by reducing financial support for education travel. | <ul style="list-style-type: none">• Integration of LTP/LDF continues. Regular review and updating system to be established.• Public Health White Paper and Transport and Health Resources published paper strengthen evidence and requirement to act. Provides a wealth of evidence in support of our approach and the wide cross sector benefits that can accrue.• Close links with the Decade of Health and Wellbeing will provide one of the important frameworks for cross sector delivery. Strong measure of support for transport/health integration through consultation. |

Meeting the needs of Merseyside

| Challenges | Opportunities |
|---|---|
| <ul style="list-style-type: none">• Image of bus remains a barrier to future growth.• Costs of bus transport. Main issue is fares. Work continues on examining this and introduction of smart cards may provide new opportunities.• Rail capacity may act as a constraint on future growth. North West electrification confirmed but recent Passenger Focus report highlighted severe overcrowding. | <ul style="list-style-type: none">• The Bus Board is addressing this including measures such as SQPs on key corridors.• Role of smartcards acknowledged in White Paper and implementation underway.• Central Station remains a priority and improvements will continue despite lack of Better Stations funding.• Growing visitor economy. This remains a key part of the city region priorities and is generating large visitor numbers, who require high quality sustainable transport including good cycle/walk facilities.• Transport and Works Act Order powers for Merseytram remains an important part of future transport provision and we are committed to its implementation. While funding is unlikely in the short term, Merseytravel recently took appropriate steps to preserve its ability to implement Merseytram should funding become available, either from Government or alternative sources.• The Merseyside sense of place and community.• Opportunities for increasing role of voluntary and third sectors. |

Meeting the needs of Merseyside

- 4.66 At the present time the challenges may now be greater than the opportunities. The likely scale back of public funding will have a major impact on our proposals. On top of a reduction in capital funding, we have also noted cuts already made to road safety and potential cuts in key areas such as Bus Services Operators Grant (BSOG) and changes to the Concessionary Travel regime (See Goal Four in Part Two).
- 4.67 However, in developing the third LTP against this uncertain changing backcloth, we need to consider that we are building from a position of strength. Our 2011 annual progress report will show that we have largely met the targets we set for LTP2 and in particular on the core targets we set to recognise the important issues for Merseyside.



Chapter Five

The Strategy

The Strategy

Introduction

- 5.1 The previous chapter has set out the planning and development assumptions we have examined and set out our forecasts and challenges and opportunities.
- 5.2 Our Strategy is grounded in our approach to placing transport firmly within the wider priorities and policies of the Liverpool City Region and seeking common aims and goals with other partners and stakeholders to make the most of the resources we have and maximise the benefits to the people of Merseyside. This is the common thread running through this Strategy.
- 5.3 In summary our Strategy is underpinned by three key principles:-
 - (a) Demonstrate value-for-money, effectiveness and efficiency in a funding constrained environment;
 - (b) Address multiple objectives with other core policy areas to address common goals; and
 - (c) Undertake resilient planning to ensure capacity for future development and economic and policy and funding changes.
- 5.4 Within these principles our Strategy is designed to deliver our six goals by:-
 - (a) **Prioritise maintenance programmes.** This will meet the priorities of the LCR by ensuring that the network allows for the efficient movement of people and goods, provides a safe environment for vulnerable members of the community and encourages cycling and walking. It must also be resilient to extreme weather.
 - (b) **Expand the range of public transport services including the role of other providers.** This will introduce SQPs on key routes. It will have a direct impact in disadvantaged areas, creating greater opportunities to travel, access employment and foster wellbeing.
 - (c) **Begin to implement the next generation of technology.** This will improve information systems for all users and will maintain free flowing networks, increase journey opportunities and integrate a wide range of transport uses. The introduction of smart cards to offer a range of benefits to a wide spectrum of users.
 - (d) **Work with the Freight Quality Partnership (FQP) and other parties to develop and enhance the freight and logistics network.** This will strengthen Merseyside's competitiveness, support SuperPort and access to the Port, reduce the impact of freight movement on local communities, promote the use of rail and make a major contribution to reducing carbon outputs.

- (e) **Implement the Active Travel Strategy.** This will improve and expand facilities to encourage cycling and walking. It will be an important component in supporting the following measures.
- (f) **Implement the Low Emissions Strategy.** This will reduce carbon emissions, improve air quality and improve health and provide a stimulus to the creation of new technologies in support of the LCR low carbon economy.
- (g) **Increase promotion of sustainable travel and behaviour change and support the Decade of Health and Wellbeing.** This will reinforce the advantages of change to create a healthier and low carbon Merseyside and create the foundations for the area to join other sustainable and successful city regions.
- (h) **Confirm the role of the Road Safety Partnership and introduce measures to control excessive speed on the highway network.** This will sustain the high quality enforcement delivered by Merseyside Police in recent years and by the introduction of an extensive network of low speed zones, creating safer roads, encourage more cycling and walking and therefore improve health and wellbeing whilst reducing carbon outputs.

5.5 The Strategy must also take a longer look forward, so we will undertake the following as part of our planning for the period from 2015) to address changes and potential new major proposals. We will therefore:-

- (a) **Fully integrating the LTP with the Local Development Frameworks and Community Strategies** - This will provide a robust planning framework linking transport and future developments, (potentially through IDPs in ways that can ensure the right level of investment, reduce long distance travel, improve accessibility and provide a framework for future funding. We will also prepare a complementary strategy that seeks to reduce reliance on oil.
- (b) **Collaboration and co-operation** - working with planners and developers to improve existing assets and reduce reliance on transport capital solutions.
- (c) **Maximise funding opportunities** - work with the private sector, operators and other stakeholders to achieve our ambitions and to assist with more innovative and clever use of available resources including pooling and sharing, in pursuit of shared objectives.

Forecasts

5.6 In order to help plan for the future the Merseyside Transport Partnership have invested in the development of the LCR TM. The model has been validated to a 2008 base year.

The Strategy

- 5.7 As described in Chapter Four we have developed our primary forecasts using the best local data available for key planning variables of anticipated housing and employment growth.
- 5.8 Results presented in Table 5 and Table 6 show our primary “do minimum” and “final strategy” forecasts for Merseyside. Do minimum refers to a future where there is no additional transport investment over and above that which is already in place or committed. Therefore the do minimum does include committed schemes such as the Liverpool - Manchester/Wigan electrification and Thornton – Switch Island link road for example. Further details on the modelling of this are contained in Annexe Three.

Table 5 - Do minimum forecasts of Merseyside transport demand (by time period and mode) for 2014 and 2024

| Modelled Time Period | Year/Change | Highway Trips | Public Transport Trips |
|---|----------------|---------------|------------------------|
| AM Peak (8-9am) | 2008 | 218,705 | 61,758 |
| | Change to 2014 | 8% | -4% |
| | Change to 2024 | 23% | -7% |
| Inter Peak (average hr, 10am to 4pm) | 2008 | 151,801 | 43,631 |
| | Change to 2014 | 9% | -3% |
| | Change to 2024 | 27% | -3% |
| PM peak (5-6pm) | 2008 | 203,331 | 48,466 |
| | Change to 2014 | 9% | -3% |
| | Change to 2024 | 22% | -5% |

- 5.9 The do minimum forecasts show a considerable level of highway traffic growth forecast to 2014 and 2024. These forecasts are consistent with the relatively strong growth represented in the local employment and housing forecasts taken as inputs to the transport modelling process as set out in Chapter Four. They are also broadly in line with historic trends in traffic (see Figure 11). For public transport the figures reflect a continuation of a slow long term decline in usage across the combined rail and bus modes.
- 5.10 The final strategy forecasts in Table 6 demonstrate that the strategy is delivering a small reduction in the level of car growth forecast on Merseyside’s roads. However, it should be noted that this does imply, particularly in the long term, that, without additional measures, including behaviour change and/or changes to land use policies, traffic growth will still be substantial. For the public transport network the final strategy is shown to secure up to 10% increases in passengers by time period and year, even without additional measures.

Table 6 - Final Strategy forecasts of Merseyside transport demand (by time period and mode) for 2014 and 2024

| Modelled Time Period | Year/Change | Highway Trips | Public Transport Trips |
|---|----------------|---------------|------------------------|
| AM Peak (8-9am) | 2008 | 218,705 | 61,758 |
| | Change to 2014 | 6% | 6% |
| | Change to 2024 | 20% | 1% |
| Inter Peak (average hr, 10am to 4pm) | 2008 | 151,801 | 43,631 |
| | Change to 2014 | 7% | 3% |
| | Change to 2024 | 24% | 3% |
| PM peak (5-6pm) | 2008 | 203,331 | 48,466 |
| | Change to 2014 | 7% | 6% |
| | Change to 2024 | 20% | 3% |

5.11 LCR TM provides the opportunity to examine results at multiple levels of disaggregation. Table 7 sets out the overall impacts of the final strategy on travel demands into and out of Liverpool city centre.

Table 7 - LTP3 final strategy forecasts – impact of strategy upon do minimum (Liverpool City Centre)

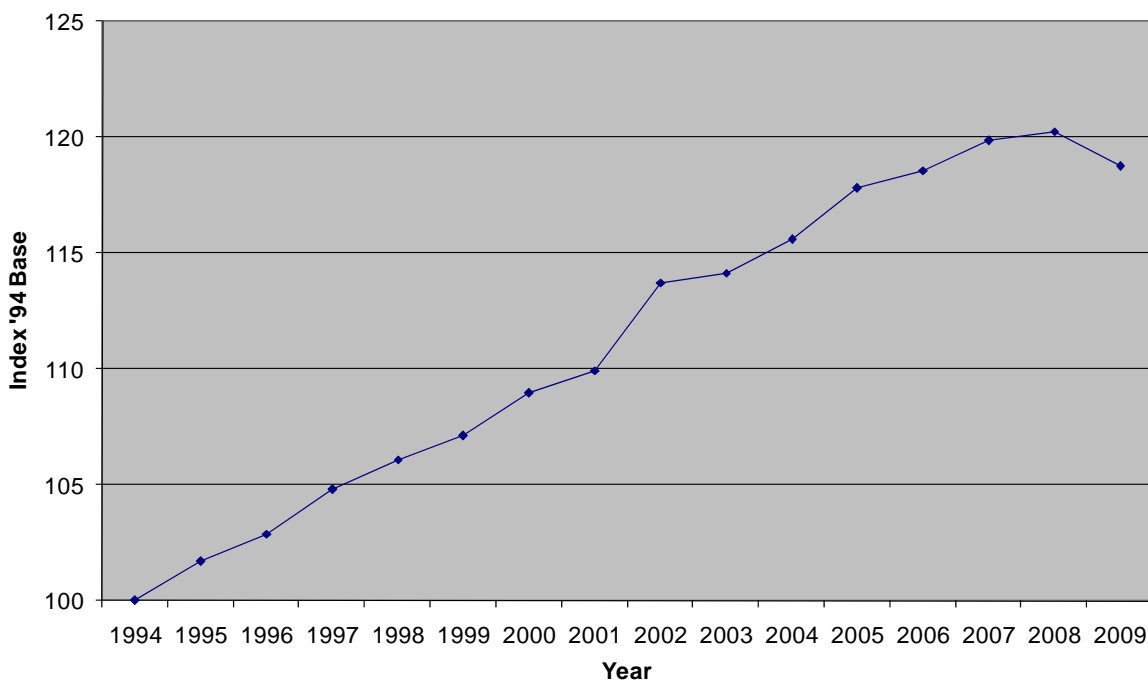
| Modelled Time Period | Year | Highway Trips (cars only) | Public Transport Trips |
|-----------------------------------|------------|---------------------------|------------------------|
| AM Peak (8-9am) (inbound) | 2014 DM/FS | -5.0% | 8.5% |
| | 2024 DM/FS | -5.3% | 7.3% |
| PM peak (5-6pm) (outbound) | 2014 DM/FS | -9.6% | 7.1% |
| | 2024 DM/FS | -9.1% | 6.7% |

5.12 The results show that the strategy has a significant impact upon the city centre with a stronger impact on reducing peak hour (directional) car traffic than at a Merseyside wide level. Increases in public transport patronage are of a similar magnitude to Merseyside figures.

Recent trends and alternative forecasts

5.13 Whilst the results in Tables 5, 6 and 7 reflect our locally agreed forecasts we cannot be certain that the anticipated strong recovery from recession will occur. Figure 11 illustrates that the impact of the recession on Merseyside's traffic levels has been notable and this may be a significant factor that means that traffic growth is not as high, particularly in the short term, as forecast. This is a trend seen in many other parts of England.

Figure 11 - Traffic volume in Merseyside (vehicle kms)



Source: DfT Road Traffic Statistics

- 5.14 A second important factor that may influence future traffic levels is the impact of high fuel prices on vehicle usage. In February 2011 petrol prices are averaging a record high of £1.30p per litre. Recent local research, ^(Ref 38) has shown what impacts this is having on people's travel behaviour. It has shown 50% of respondents claim to be using their car less due to high fuel prices. In the longer term, peak oil is also likely to have a significant impact on travel demand.
- 5.15 In response to these issues we have, therefore, also undertaken alternative forecasts that utilise national data representing a more conservative economic recovery. The TEMPRO v6.1 dataset (as described in paragraphs 4.62 and 4.63) has been used.
- 5.16 Table 8 presents the equivalent results to Table 5 for our alternative scenario.

Table 8 – Alternative do minimum forecasts of Merseyside transport demand (by time period and mode) for 2014 and 2024

| Modelled Time Period | Year/Change | Highway Trips | Public Transport Trips |
|---|----------------|---------------|------------------------|
| AM Peak (8-9am) | 2008 | 218,705 | 61,758 |
| | Change to 2014 | 6% | 1% |
| | Change to 2024 | 20% | 0% |
| Inter Peak (average hr, 10am to 4pm) | 2008 | 151,801 | 43,631 |
| | Change to 2014 | 8% | 1% |
| | Change to 2024 | 25% | 4% |
| PM peak (5-6pm) | 2008 | 203,331 | 48,466 |
| | Change to 2014 | 6% | 2% |
| | Change to 2024 | 21% | 3% |

5.17 The data shows that highway traffic is forecast to grow by 6% in the AM peak by 2014, notably less than the 8% shown in Table 5. Longer term, to 2024, substantial growth is still anticipated. For public transport the forecasts show higher levels of usage than forecast in our primary results. These alternative forecasts show small rises in public transport trips in all time periods, as opposed to small falls in the primary results in Table 5.

5.18 Table 9 presents the equivalent results to Table 6 for our alternative scenario.

Table 9 – Alternative Final Strategy forecasts of Merseyside transport demand (by time period and mode) for 2014 and 2024

| Modelled Time Period | Year/Change | Highway Trips | Public Transport Trips |
|---|----------------|---------------|------------------------|
| AM Peak (8-9am) | 2008 | 218,705 | 61,758 |
| | Change to 2014 | 4% | 10% |
| | Change to 2024 | 18% | 9% |
| Inter Peak (average hr, 10am to 4pm) | 2008 | 151,801 | 43,631 |
| | Change to 2014 | 6% | 8% |
| | Change to 2024 | 23% | 11% |
| PM peak (5-6pm) | 2008 | 203,331 | 48,466 |
| | Change to 2014 | 4% | 11% |
| | Change to 2024 | 18% | 11% |

The Strategy

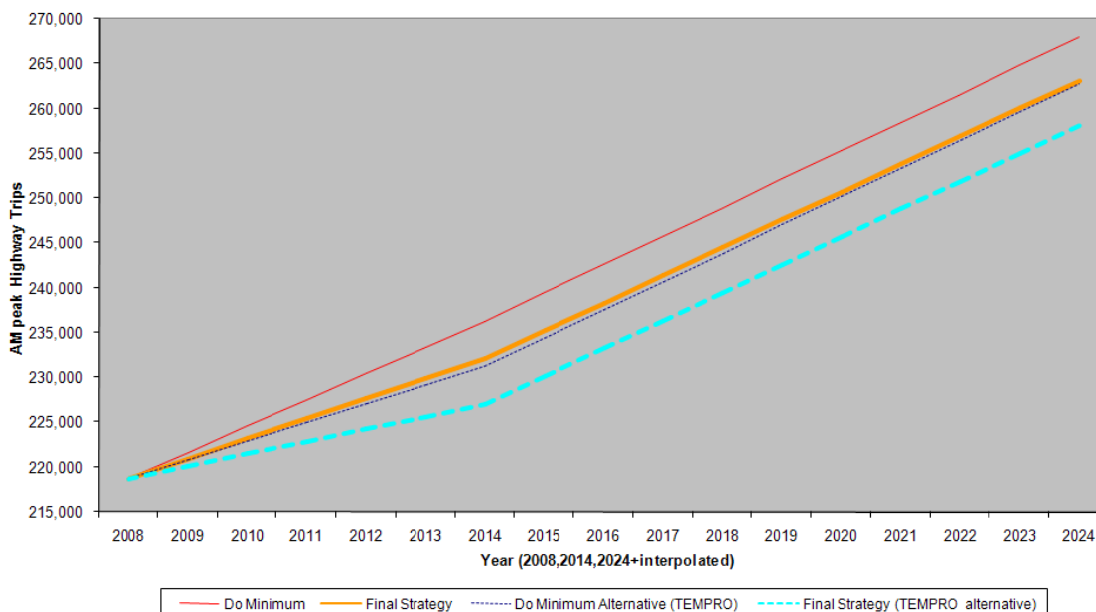
5.19 The results show that under the alternative forecasts scenario the strategy is having a very similar impact to that shown in our local forecasts. This is further illustrated in Table 10 which presents the impact of the final strategy, measured as change from the do minimum, for each time period, forecast year and comparing the local and alternative scenario results. This provides us with reassurance that despite some uncertainty over the economic forecasts the final LTP3 strategy is seen to perform with similar positive impacts in each forecast scenario.

Table 10 – LTP3 final strategy forecasts – impact of strategy upon do minimum (local and alternative forecasts)

| Modelled Time Period | Year/Change | Local Forecasts | | Alternative Forecasts | |
|--------------------------------------|-------------|-----------------|------------------------|-----------------------|------------------------|
| | | Highway Trips | Public Transport Trips | Highway Trips | Public Transport Trips |
| AM Peak (8-9am) | 2014 DM/FS | -2.1% | 10.0% | -2.1% | 9.6% |
| | 2024 DM/FS | -2.1% | 9.0% | -2.1% | 8.6% |
| Inter Peak (average hr, 10am to 4pm) | 2014 DM/FS | -2.3% | 6.6% | -2.4% | 6.5% |
| | 2024 DM/FS | -2.2% | 6.7% | -2.2% | 6.3% |
| PM peak (5-6pm) | 2014 DM/FS | -2.3% | 9.3% | -2.3% | 9.1% |
| | 2024 DM/FS | -2.2% | 8.3% | -2.2% | 7.7% |

5.20 Figure 12 provides an alternative presentation of these results showing the impacts of the LTP Strategy on the local and alternative AM peak highway forecasts.

Figure 12 - Local and Alternative Do Minimum and Final Strategy Forecasts (Highway Trips, AM peak)



Source: LCR TM

- 5.21 Overall, our forecasts for the short term have indicated that our existing assets can largely manage with demand, apart from certain pinch points such as the A5300/A562 junction. We believe that this can be achieved with appropriate management that will ensure our networks have sufficient capacity to continue to facilitate economic growth. However, in the longer term greater challenges will need to be addressed. Our discussion of these issues continues under Goal Five, in Part Two of this report
- 5.22 Over the longer term our final strategy does reduce traffic levels from both the local (primary) and national (alternative) do minimum projections and has a significant positive impact on public transport usage. It also has a positive impact upon levels of cycle usage and walking, although these are not shown here.
- 5.23 Above all, the range of growth we are examining together with uncertainties arising from rising fuel prices and concerns over future security of oil supplies reinforces the need for constant review and flexibility.

Forecast carbon and air quality impacts

- 5.24 Table 11 sets out forecast changes in air pollution. Data is presented for carbon dioxide (CO₂), nitrogen oxides (NO_x) and particulate matter (PM₁₀).

Table 11 - Changes in annual air pollution for 2014 and 2024

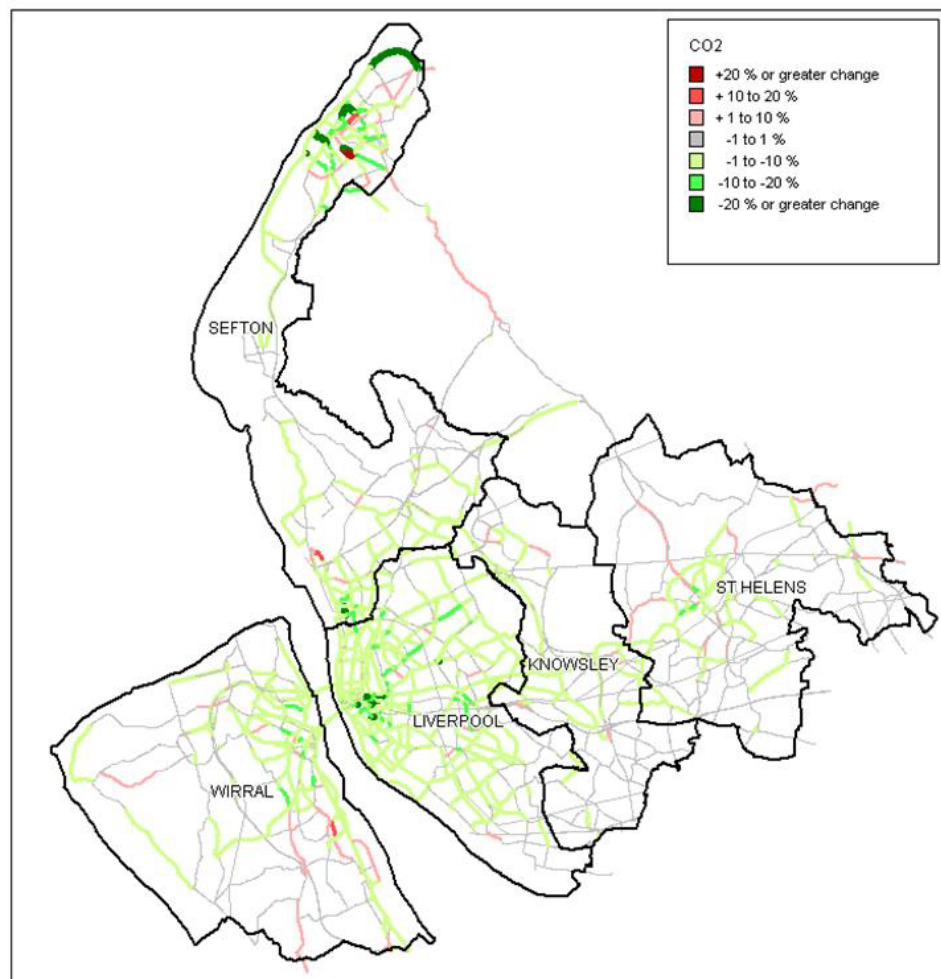
| Scenario | Year/Change | CO ₂ | NO _x | PM ₁₀ |
|------------------|----------------|-----------------|-----------------|------------------|
| Do Minimum | 2008 | 1,500Ktonnes | 5,500tonnes | 460tonnes |
| | Change to 2014 | 5% | 10% | -3% |
| | Change to 2024 | 1% | -76% | -5% |
| Final Strategy | Change to 2014 | 3% | 9% | -4% |
| | Change to 2024 | 0% | -77% | -6% |
| Difference DM/FS | 2014 | -1.4% | -1.2% | -1.1% |
| | 2024 | -1.2% | -1.0% | -0.9% |

- 5.25 Emissions of CO₂ and NO_x increase initially in both the do minimum and final strategy scenarios due to the significant forecast increases in traffic growth discussed above. Through to 2024 this increase is tempered by advances in cleaner vehicle technology. While CO₂ falls back to 2008 rates in 2024, NO_x and PM₁₀ are showing considerable improvements with decreases of 77% and 6% respectively under the final strategy scenario. The variation between reductions forecast for each pollutant is primarily due to advancements in cleaner engine technology disproportionately affecting some pollutants more than others. Most notably, a large drop in NO_x is forecast as new engines standards (Euro VI) are expected to reduce NO_x emissions significantly compared to relatively little improvement experienced since Euro III standard vehicles (See Annexe Three for more details).

The Strategy

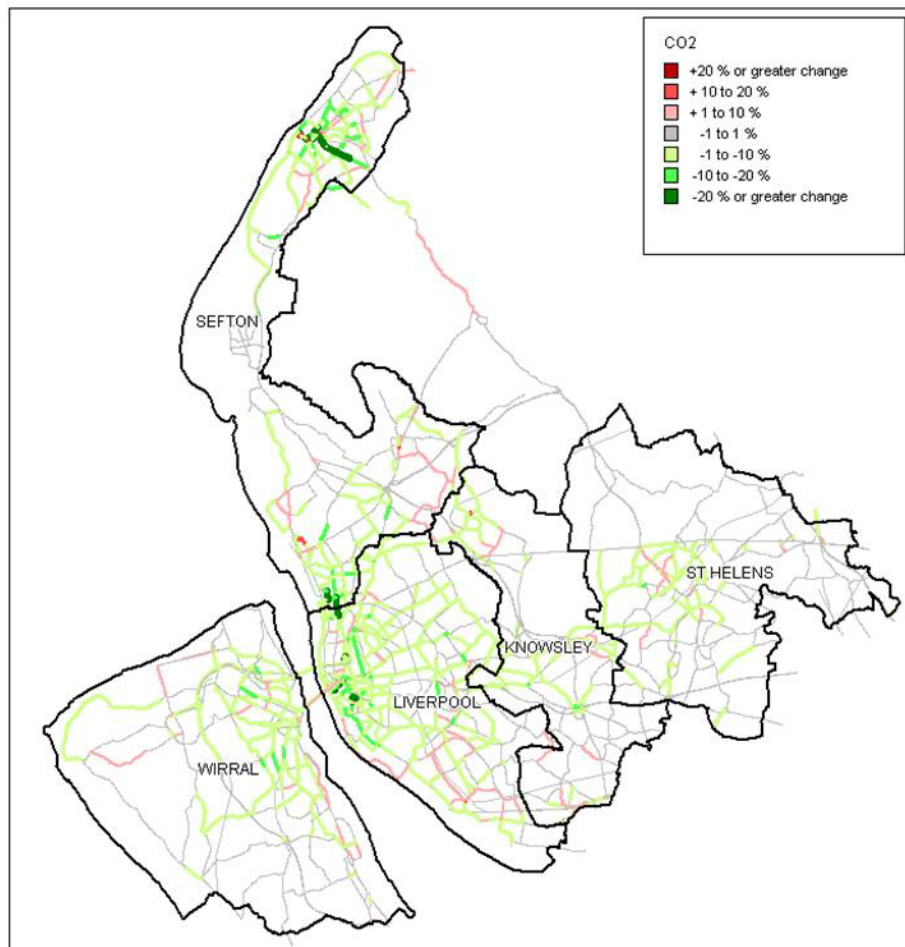
- 5.26 It should be noted that the results modelled, particularly in relation to CO₂, are considered to be a conservative estimation of environmental improvements to vehicle technology. We may expect to see greater reductions in CO₂ emissions by 2024 as vehicle manufacturers are required to comply with EU regulations on environmental performance of new vehicles.
- 5.27 Our results show a small but notable improvement in emission levels between the do minimum and the final LTP strategy for all pollutants. The financial value of these reductions, calculated in terms of damage avoided (for example negative health impacts and damage to buildings and crops) are worth £1.2million per year to Merseyside.
- 5.28 Figures 13 and 14 show changes in CO₂ emissions across Merseyside's road network as a result of the Final Strategy. These figures are reflective of changes in PM₁₀ and NO_x. Decreases in emissions are forecast on 29.2% of roads following implementation of the Final Strategy, these are highlighted in green on the figure below. 6.1% of links, shown in orange and red, see an increase in emissions resulting from the strategy. The majority of roads (64.7%) show negligible changes in emissions. This pattern is reflective of changes in other air pollutants. For greater detail see Annexe Three.

Figure 13 - Merseyside roads 2014: changes in CO₂ emissions between do minimum and final strategy



Source: MAEI

Figure 14 – Merseyside roads 2024: changes in CO₂ emissions between do minimum and final strategy



Source: MAEI

The potential impacts of our strategy and implementation plans

5.29 It is statutory requirement that the LTP is subject to a number of assessments. These are:-

- Sustainability Appraisal/Strategic Environmental Assessment, (SA/SEA)
- Health Impact Assessment, (HIA)
- Habitats Regulation Assessment, (HRA)
- Equality Impact Assessment, (EqIA)

5.30 These were combined into a single **Integrated Assessment (IA)** which provided an integrated approach and reduced potential duplication.

5.31 The assessments are designed to encourage an early consideration of sustainability appraisal in the plan development process, leading to more sustainable outcomes. The IA was carried out on the draft Preferred Strategy and the results have helped inform this final Strategy. Full details of the IA are contained within Annexe Fourteen.

Anticipated outcomes

- 5.32 In overall terms, the IA has concluded that LTP3 is likely to have a positive effect on the environment, equalities and health, although some measures will have an effect in areas such as land take, habitat loss, waste generation and resource use. In these cases mitigation measures to take forward will include appropriate design, construction, operation and maintenance measures.
- 5.33 In particular areas the key messages are shown below.
- (a) The SEA/SA shows positive effects in terms of:-
- Managing congestion.
 - Encouraging modal shift.
 - Improving public transport.
 - Maximising the use of existing resources.
 - Increasing road safety.
- (b) The HIA shows an overall positive impact on health, in particular:-
- Promoting healthy lifestyles.
 - Reducing health inequalities.
 - Protecting, managing and where necessary improving local air and environmental quality.
- (c) The HIA also shows that mitigation measures to improve health could be provided by:-
- More emphasis on reducing the need to travel.
 - Greater integration between transport and land use planning.
- (d) The Equalities impact showed that significant positive impacts on:-
- Ensuring major developments proposals are subject to HIA and EqIA.
 - Proposals to improve accessibility to key opportunities and services.
 - Plans to improve bus infrastructure and develop SQP's.
 - Use of taxi and third sector to deliver accessibility improvements.
 - Linkages into existing equalities work across LA's.
- (e) The Habitats Impacts assessment showed that:-
- No likely significant effects for the LTP have been identified.
 - Actions in LTP to support low carbon economy and develop walking and cycling will have positive effects on sites.

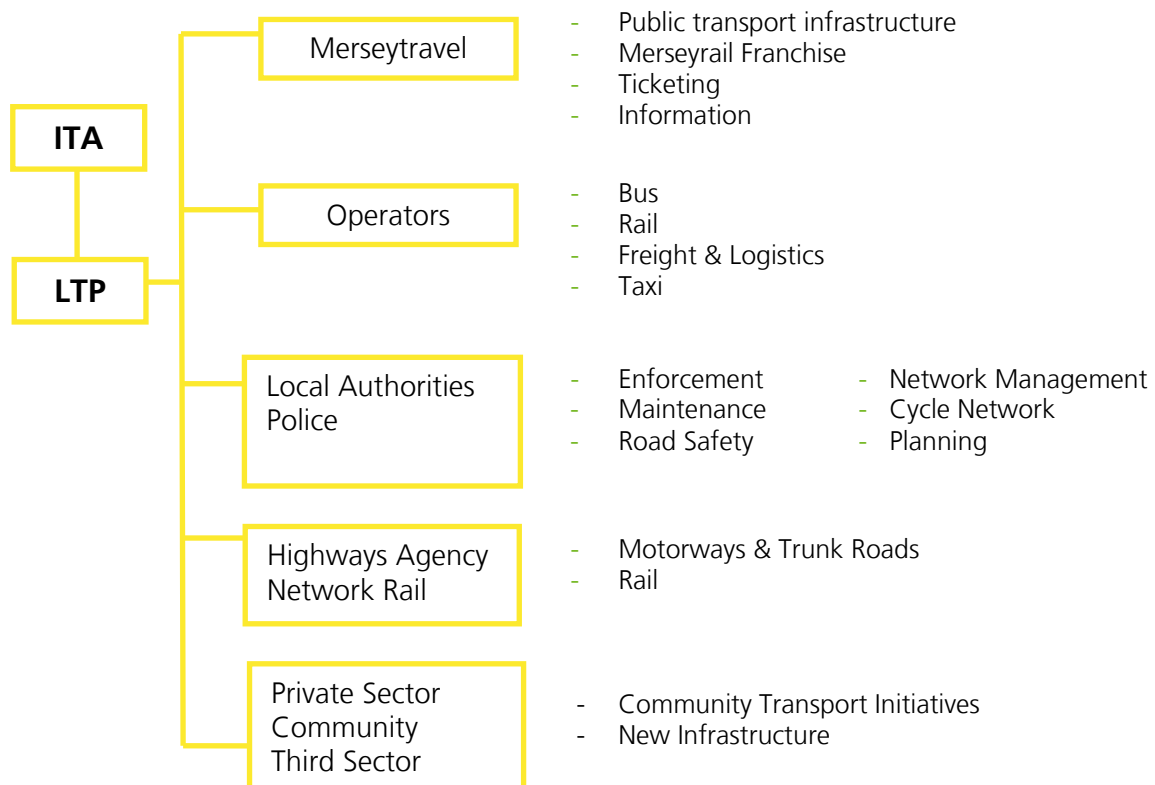
Implementing the IA

- 5.34 Programmes for taking forward mitigation and enhancement measures will be established following LTP approval, along with a clear programme of monitoring as part of the overall performance management of LTP, which is set out in Chapter Six.
- 5.35 In doing so it will be important to ensure links to other plans, programmes and projects such as the strategies for tourism, culture and health.

Delivering the Strategy

- 5.36 There are a large numbers of organisations that are partners to delivering our Strategy. Figure 15 shows some of the bodies that need to be involved. It also demonstrates the limits to the direct influence that the ITA can have on implementing its LTP without the co-operation of these partners.

Figure 15 - Delivery of LTP



Anticipated outcomes of the strategy

- 5.37 Our strategy for the new mobility culture is about affecting a change to a sustainable and equitable transport network, as Table 12 summarises.

Table 12 - The sustainable and equitable transport network

| Factor | Business as usual - Unsustainable | New mobility culture – a sustainable transport network |
|--|---|---|
| Transport volume | High numbers of trips and longer trip distances. | Demand for travel is reduced and journeys are short. |
| Transport modes | Reliance on private motorised transport for passengers. Has major health impacts. | High numbers of trips are made by public or non-motorised transport and freight is carried by rail and other low-carbon modes. Active travel encourages health. |
| Technology | Vehicles rely on inefficient, fossil-fuels, network is inefficiently managed. | Low carbon vehicle technologies are mainstreamed. |
| Transport pricing | The price paid by users does not cover the full costs - pollution, air quality, road accidents - encouraging motorised vehicle use. | The price paid by transport users reflects true costs and encourages environmentally friendly alternatives. |
| Resilience to climate change/peak oil | Transport systems are highly vulnerable to changes in the climate and reduced oil supplies. | Transport assets developed in a way that is resilient towards changes in climate and reduced oil. |

Based on Institute for transport and development policy August 2010

5.38 Part Two provides full details of how we anticipate our proposals delivering against our six goals. Table 15, at the end of this chapter summarises our actions and anticipated outcomes against our goals, whilst Table 16 summarises actions against transport activities. Table 17 summarises our actions in support of disadvantaged communities. Part Three provides full details of the Implementation Plan for the period to 2014/15.

Possible longer term major developments

5.39 As we have noted earlier, beyond 2015, we can anticipate some large scale developments that will have potentially major impacts on transport demand. Table 13 below sets out the main transport implications arising from the city region priorities and those from the emerging LDF's identified in Chapter Four.

Table 13 - Current city region and Local Authority priorities and potential transport implications

| | Transport Implications | Timescales |
|--|---|---------------------------------------|
| City Region Priorities | | |
| 3MG – Multi modal Interchange – Halton | Halton scheme. Multimodal logistics and distribution facility. Potential impact on Merseyside roads particularly junction with A5300/A562. The provision of the Western Link Road will improve accessibility to the western part of the site and discourage movement of freight across the site on the local road network. | Short term pre 2014 |
| Daresbury Science and Innovation and Campus (DSIC) | Halton scheme. May have access to jobs issues for Merseyside. Investment in the highways network and in sustainable transport initiatives will be necessary for the DSIC and the wider Daresbury Strategic Site. | Long term with some elements pre 2014 |
| Kirkby Town Centre | Improvements to public transport access and infrastructure. Merseytram remains a long term aspiration. Major public realm requirements. | Some elements pre 2014? |
| Knowsley Industrial Park | As above. Also requires improvements to freight facilities and selected highways investment to improve freight access. | Some elements pre 2014? |
| Liverpool John Lennon Airport | Key element of SuperPort and potential Atlantic Gateway. Private sector examining eastern access corridor. | Long term post 2014 |
| Liverpool Waters | Very large developments, likely to require substantial transport investment. Could generate additional freight/logistics and long distance travel. Requirements for junction improvements and enhancements to public transport. Large residential elements offer opportunities for sustainable communities with cycle/walking car share, electric vehicles. | Long term post 2014 |
| Wirral Waters | | |
| Next generation access (Superfast broadband) | Could help reduce need to travel. | Could be some development pre 2014 |
| Parkside Strategic Rail Freight Interchange | Development of up to 155 ha. Likely to have large freight and logistics impact. | Long term post 2014 |
| Power from the Mersey (tidal power scheme) | Could help provide carbon neutral local rail network and other transport benefits. | Long term. May be beyond 2024 |
| Royal Liverpool Hospital and associated medical facilities | Knowledge based project with potential to attract increased private car use and longer distance travel. | Longer term post 2014 |

The Strategy

| | Transport Implications | Timescales |
|--|--|-------------------------|
| Mersey Gateway Project | Halton scheme. Will have a large impact on the LCR road network. | Longer term post 2014 |
| Local Authority priorities from emerging LDFs | | |
| KNOWSLEY | | |
| South Prescott | Improvements to public transport and infrastructure. | Not known |
| Ravenscourt, Halewood | Improvements to public transport and infrastructure. | Pre 2014 |
| Stockbridge Village | Improvements to public transport and infrastructure. Key highway and/or Urban Traffic Control (UTC) improvements to support commercial, leisure and residential schemes. | Not known |
| Roscoe's Wood, Huyton | Improvements to public transport and infrastructure. | Not known |
| North Huyton | Improvements to public transport and infrastructure. Key highway and/or UTC improvements to support commercial, leisure and residential schemes. | Pre 2014 |
| Tower Hill, Kirkby | Improvements to public transport and infrastructure. | Not known |
| LIVERPOOL | | |
| Housing Market Renewal Zones of Opportunity | Improvements to public transport and infrastructure. | Not known |
| Potential BSF rescue package | Scale of development unknown at this stage due to funding constraints. Likely to have accessibility impacts. | Not known |
| Project Jennifer | Improved East-West links in north Liverpool plus improvements to key transport corridors. | Pre 2014? |
| North Liverpool Regeneration | As above. | Post 2014 |
| International Gateway | Improvements on key transport corridors including support for the airport. | Post 2014 |
| Edge Lane Retail Development | Key highway and/or UTC improvements to support commercial, leisure and residential schemes. | Some elements pre 2014? |
| Football Stadium developments | As above. | Not known |
| Former International Garden Festival Site | Review public transport and infrastructure to meet return of demand/need. | Up to 2026 |
| Stonebridge Regeneration/ A580 | Review public transport and infrastructure to meet return of demand/need. | Up to 2026 |
| Former Boot Estate Norris Green | Review public transport and infrastructure to meet return of demand/need. | Up to 2026 |
| SEFTON | | |
| Regeneration of South Sefton | Improvements to public transport and associated infrastructure. | Up to 2026 |

| | Transport Implications | Timescales |
|--|---|---|
| Development of sites on edge of built up area to meet long-term housing/employment needs | Improvements and expansion of current public transport infrastructure, including better east-west links, Maghull North station, Thornton-switch island link road. | From about 2015 onwards |
| Development of new business park in North Sefton, preferably near Southport, for longer term employment needs. | Improved access and highway improvements | Post 2020 |
| Expansion of Port activities | Improved freight access to port. | Up to 2026 |
| ST HELENS | | |
| St Helens Urban Villages: - Lea Green - Vulcan Village - Moss Nook | Key highway and/or UTC improvements to support commercial, leisure and residential schemes. | Lea Green under construction. Vulcan village site preparation underway. Moss Nook, no progress. |
| St Helens Rugby League Club Stadium & linked developments | Stadium has planning permission and is under construction. Key highways infrastructure in place with a pedestrian bridge to follow with a link to town centre parking, rail and bus stations. | Autumn 2011 |
| WIRRAL | | |
| Woodside Strategic Regional Site | Improvements to public transport, highway infrastructure and walking and cycling provision to support mixed use development. | Likely to be post-2014 |
| Birkenhead Town Centre | Transport Strategy (including Parking Strategy) to be prepared for the town centre to provide a framework for sustainable transport infrastructure and effective traffic management to support the viability of the centre. | Short term – 2011/12 |
| Port activity at West Float, Cammell Laird & Manchester Ship Canal | Aspiration to restore the rail link to Birkenhead docks. | Likely to be post-2014 |
| Support for Housing Market Renewal | Enhancements to the Bidston-Wrexham rail line remain a priority. Potential to significantly improve access to jobs in a key employment corridor. | May be some elements pre 2014 otherwise medium term |
| Wirral International Business Park | Improvements to public transport, highway infrastructure and walking/cycling provision to support employment development. | Pre-2014, but maybe some elements post 2014 |

The Strategy

| | Transport Implications | Timescales |
|--|---|---|
| Hind Street Redevelopment, Birkenhead | Major employment-led regeneration at public transport hub of Birkenhead Central Station. Includes new Mollington link road through the site. | Likely to be post-2014 |
| Scotts Quay, Seacombe | Mixed use development opportunity close to Seacombe Ferry and Wirral Waters. Improvements to public transport links. | Likely to be post-2014 |
| North Side/South Side, Wallasey/Birkenhead Docks | Improvements to public transport, highway infrastructure linkages and walking/cycling provision to support mixed use development around Wirral Waters. | May be some elements pre-2014 otherwise medium term |
| Neighbouring Authority Priorities | | |
| HALTON | | |
| Widnes Waterfront | Improved accessibility to Widnes Town Centre and surrounding areas. | Long term with some elements pre 2014 |
| Runcorn Waterfront | Deliverability of site dependant on securing adequate access. | Long term post 2014 |
| Mersey Gateway Port | New Civil Waterway Port for multimodal logistics and distribution. Longer term aspiration to link the Port to rail infrastructure. | Long term post 2014 |
| WEST LANCASHIRE | | |
| Regeneration of Skelmersdale | Improved connectivity to the LCR especially rail access. Skelmersdale is the second largest town in the NW without direct access to a rail station | Not known |
| Regeneration of Burscough and Ormskirk | Re-instatement of the Burscough Curves and extension of Merseyrail from Ormskirk to Burscough to improve connectivity between West Lancashire and Merseyside. | Not known |

- 5.40 The need for continuous integration of transport and land use planning is apparent from this table.
- 5.41 In terms of major transport schemes (currently defined as those costing more than £5m) Table 14 shows the list of major schemes identified at the start of LTP2. This shows a high level of achievement in delivering major improvements to the local transport network over the past five years.
- 5.42 We reviewed our major schemes in 2008. Clearly we now have very different financial circumstances. We will also need to take account of the scale of the potential developments set out in Table 14 which may potentially have major influence and impact on existing and future travel patterns within Merseyside and to some extent across parts of the north-west region.

5.43 The schemes shown in Table 14 with a blank entry under the progress column indicates that work is continuing on building a business case or the scheme is under review. These will clearly need to be reviewed in terms of their contribution to city region projects and priorities, set out in Table 13 and progress on such schemes will be dependent on there being a credible business case, based on forecast demand, scale of funding required and private sector investment.

Table 14 – Major schemes

| Scheme | Delivery Agency | Scheme Type | Progress |
|---|--|----------------------|--|
| Bidston Moss Viaduct | Highways Agency (HA)/ Wirral/Merseytravel | Maintenance/ Upgrade | Approved work starts soon |
| Edge Lane (West) / Eastern Approaches | Liverpool City Council (LCC) | Highway | On site |
| Hall Lane Strategic Gateway | Liverpool City Council | Highway | On site |
| Merseytram Line 1 | Merseytravel | Public Transport | Funding being sought |
| Thornton Switch Island Link | Sefton MBC | Highway | Provisional Approval – seeking planning permission |
| Liverpool Central Station | Merseytravel | Public Transport | Initial programme agreed |
| Merseytram Line 2 | Merseytravel | Public Transport | |
| Olive Mount Chord + Capacity Enhancements | Merseytravel/Network Rail | Rail | Completed |
| St Helens Central – Junction Rail Link | Merseytravel/Network Rail | Rail | |
| Merseytram Line 3 | Merseytravel | Public Transport | |
| Sandhills Lane Link | Liverpool City Council | Highway | |
| Kirkby Headbolt Lane Rail Extension | Merseytravel / Network Rail | Rail | |
| Bootle – Aintree – Edge Hill Link | Merseytravel/Network Rail | Rail | |
| Borderlands Electrification | Merseytravel/Network Rail/ Cheshire County Council | Rail | |
| Lime Street Gateway | English Partnerships/Liverpool Vision/LCC/Merseytravel/ Network Rail | Public Transport | Completed |
| Edge Lane/Eastern Approaches (East & Central) | Liverpool City Council | Highway | Completed |
| Liverpool Airport Eastern Access Corridor | Liverpool John Lennon Airport | Highway | Private |
| Access to Port of Liverpool | Sefton MBC/Highways Agency | Highway | Study ongoing |
| Switch Island Improvements | Highways Agency Highways Agency | Highway Highway | Completed Completed |
| Tarbock Interchange M62 Junction 6 | Highways Agency | Highway | Completed |
| Halton Curve | Network Rail | Public Transport | |
| Mersey Gateway | Halton BC | Highway | Legal Powers and initial funding secured |

5.44 Many of these proposals involve our neighbouring authorities. We will continue to discuss with them the best means of jointly progressing these proposals, along with other issues such as cross boundary bus and rail services.

- 5.45 The success of any new developments depends to a large extent on getting the planning and infrastructure right. Pedestrian and cycle routes, public transport and vehicular access routes must be carefully designed to ensure that the schemes are sustainable and fully accessible. As these developments begin to come on stream the developer will need to undertake an in-depth analysis for the provision of future transport for access between the development and local communities, across Merseyside and the wider north-west region. We will expect some common principles to be attached to future transport requirements. These will include:-
- (a) It is essential that any scheme delivered is sympathetic to the urban design and provides key walking and cycling routes. At a wider scale the development analysis will need to consider the impact on the surrounding key highway network within neighbouring authorities, the Mersey Tunnels and the HA's strategic highway network.
 - (b) Public transport services including bus ferry services and rail networks serving the development from within Merseyside and neighbouring authorities will need to be examined and proposals developed to address public transport gaps that people will need to access the development. This assessment will need to consider station facilities and waiting areas, moving stock (train, bus and ferry) and additional capacity and frequencies that will be required to ensure that people travel to and from the development in a sustainable manner, consistent with local and national policy.
 - (c) The strategic freight network is a key supply line to support the local economy and a key consideration will be the impact of the development on the freight network. It will be necessary to examine the potential impacts on the freight network and also ensure that the servicing requirements for the development are demonstrated within a Service/Delivery Management Plan.
 - (d) The anticipated scale of major developments is such that major changes can be expected in the highway and public transport networks. Private sector funding will be sought through the planning process to deliver infrastructure where it is reasonable and directly related to the development. The development will need to ensure that it is consistent with our strategies to address climate change air quality, noise and road safety priorities.
 - (e) Most of these developments are anticipated to be completed in a number of phases and over a long time period, well beyond the life of this current LTP. It is essential that the developer provides a robust schedule of infrastructure development combined with the development phases and the agreed private sector funding. This will need to be supported with a monitoring framework that is capable of allowing the delivery of transport interventions to be varied depending on the actual travel volumes, patterns and modes to and from the development compared to those identified in a monitoring framework agreed between the planning authority and the developer.

Table 15- Summary of actions to support goals

Goal One – Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.

| Short term actions | Longer term actions |
|--|--|
| <ul style="list-style-type: none"> Ensure that transport is a key component of the city region LEP and that LTP3 is recognised as the statutory framework for all transport considerations. (Goals 2 to 6) | <ul style="list-style-type: none"> Working collaboratively is a long term commitment. |
| <ul style="list-style-type: none"> Work with all partners to ensure that transport is closely linked to the wider ambitions of the city region. In particular the transformational programmes. (Goals 2 and 5) | |
| <ul style="list-style-type: none"> Explore with partners funding streams to support our common ambitions. (Goals 2 to 6) | |
| <ul style="list-style-type: none"> Ensure future transport requirements are reflected in all LCR strategic planning arrangements. | |
| <ul style="list-style-type: none"> Examine with DfT possible early engagement within LCR with the LEP. | |
| <ul style="list-style-type: none"> Continue to develop joint approaches to ensure good land use and transport integration via the LTP and LDFs (Goals 2, 4 and 5) | |
| <ul style="list-style-type: none"> Work with the housing sector to examine future joint working arrangements in association with the LDF. | <ul style="list-style-type: none"> Movement toward joint city region wide forward planning across the policy areas, including health, housing, transport, the economy and the environment. (Goals 2, 3, 4 and 5) |
| <ul style="list-style-type: none"> Ensure that transport is a key component of the city region LEP and that LTP3 is recognised as the statutory framework for all transport considerations. (Goals 2 to 6) | <ul style="list-style-type: none"> |

| Short term actions | Longer term actions |
|---|---------------------|
| <ul style="list-style-type: none"> Continue to work collaboratively with LSPs to ensure transport helps deliver their priorities. (Goals 2 to 5) | |
| <ul style="list-style-type: none"> Explore broader and deeper engagement with citizens and representation on voluntary groups in line with the Governments Big Society approach. (Goals 2 to 5) | |

Goal Two – Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.

| Short term actions | Longer term actions |
|--|---------------------|
| <p>Traffic</p> <ul style="list-style-type: none"> Develop an Alternative Fuel Infrastructure Strategy to identify future fuel needs, infrastructure requirements and delivery models. Continue to pursue means of delivering the eLive project to provide infrastructure for electric vehicles to charge. Work in partnership with service providers (for example the Energy Saving Trust Advice Centres) to ensure effective targeting of programmes around fuel efficient vehicle choice, alternative fuels and driving techniques. Ensure good provision of information around sustainable vehicle choice, alternative fuels, fuel-efficient driving techniques and car share. Prioritise the optimisation of SCOOT (Split Cycle Offset Optimisation Techniques) systems across all districts and explore opportunities for shared learning to reduce congestion and traffic emissions. | |

| Short term actions | Longer term actions |
|---|--|
| <p><u>Modal shift</u></p> <ul style="list-style-type: none"> Focus TravelWise activity where it will have most impact. Particularly around; commuting and business travel which are often single-occupancy trips, education trips which contribute to am and pm traffic peaks and short-distance trips which have greatest potential to be shifted to active modes. | <ul style="list-style-type: none"> Ensure infrastructure is in place to “lock-in” benefits of TravelWise activities. |
| <p><u>Deliver the Active Travel Strategy</u></p> <ul style="list-style-type: none"> Develop and implement a standardised approach to the monitoring and evaluation of CO₂ and air quality impacts of smarter choices programmes. | |
| <p><u>Public transport</u></p> <ul style="list-style-type: none"> Continue to work in partnership with bus operators to deliver SQP Schemes to improve vehicle standards, reduce emissions, promote alternative fuel use, reduce repetition of services on routes and increase patronage. Examine use of Merseytravel contracted services to support trials and use of alternative fuels and new Euro standard vehicles and technologies. Implement a TQP which includes progressively tightening emission standards as a prerequisite to membership. | <ul style="list-style-type: none"> Subject to feasibility studies, expand the Merseytravel departure charge system at bus stations to promote low emissions vehicles by incorporating differential charging of vehicles. Investigate the feasibility of procuring a fleet of low emission buses to be made available for operators use on contracted services. Provide support to operators in using alternative fuel and new technologies in their fleets. Encourage and support Merseyrail Electrics to decarbonise their energy supply to make the rail network carbon neutral. |

| Short term actions | Longer term actions |
|---|--|
| <p><u>Fleet vehicles</u></p> <ul style="list-style-type: none"> • Through Quality Partnerships promote best practice and improved environmental performance in the bus, freight and taxi fleets. • Through the FQP develop an increased understanding of the nature (age, vehicle type etc.) of the HGV and Light Goods Vehicles (LGV) fleet operating on Merseyside to allow better targeting of initiatives. • Through the FQP identify freight routes and destinations which have lower environmental impacts and target resources to make improvements. • Develop a coordinated approach to freight related Air Quality Management Areas (AQMA) and carbon reduction action plans across Merseyside. • Encourage public bodies to develop procurement policies which support the uptake of low emission vehicles and fuels in their supply chain. | <ul style="list-style-type: none"> • Investigate the use of alternative fuels for the freight sector and link in to the Alternative Fuels Infrastructure Strategy. • Make the case for national provision of intermodal freight terminals. • Consider the feasibility of consolidation centres transferring goods to low emission vehicles. |
| <p><u>Land use planning</u></p> <ul style="list-style-type: none"> • Continue to engage with planners and regeneration agencies to promote sustainable transport and design, including the greening of routes to make them more attractive. • Ensure greater enforcement of existing sustainable transport commitments made by developers. • Promote district adoption of the Merseyside planning policy guidance note on installation of electric vehicle charging points and low emission strategies. | <ul style="list-style-type: none"> • Include low emission strategies within planning documentation. |

| Longer term actions | Short term actions |
|--|---|
| <ul style="list-style-type: none"> Consider the options available to reduce noise levels from transport and, where finances allow, implement measures in priority areas where noise levels exceed recommended thresholds. Ensure that all new transport projects are constructed to high environmental standard and, where applicable, are subject to external assessment. | <p><u>Network management and maintenance</u></p> <ul style="list-style-type: none"> Ensure that all new transport projects take account of future climatic conditions and are planned accordingly. Complete Highway/Transport Asset Management Plans (H/TAMP), including proper consideration of climate change. Ensure that transport contributes to the delivery of the Green Infrastructure Strategy. Include environmental considerations in new and maintenance schemes. For example with reference to noise, materials and opportunities for on-site generation. Review opportunities to make efficiency savings and environmental improvements when replacing street lighting and traffic signals and through the way they are operated. Continue to maintain and develop the Merseyside Atmospheric Emissions Inventory (MAEI). |

Goal Three – Ensure the transport system promotes and enables improved health and wellbeing and road safety.

| | |
|--|---|
| <ul style="list-style-type: none"> Improved driver training and testing. Low speed zones are the norm in many urban areas of Merseyside. Greater levels of bus/cycle integration. Expanded Merseyside cycle network. All major development proposals will be subject to a HIA in relation to their multi modal accessibility as part of future enhancements to the 'Ensuring a Choice of Travel' SPD. | <ul style="list-style-type: none"> Support the Decade of Health and Wellbeing. Use the Decade to ensure Health and Wellbeing becomes a key city region priority. Ensure all key decision makers recognise the advantages in a pro cycling and walking strategy. Provision for cycling and walking is embedded as a key Merseyside transport priority. |
|--|---|

| Short term actions | Longer term actions |
|--|---------------------|
| <ul style="list-style-type: none"> • Ensure effective joined up working arrangements between transport and health sectors along with other key delivery agents and programmes such as the Green Infrastructure programme. • Ensure active travel are a core element of the ITA and the district implementation plans including – <ul style="list-style-type: none"> - Enhance environment for cycling and walking including pedestrian and cycle routes, junction improvements and cycle facilities. - There will be an expansion of cycle and rail integration and of cycle hire facilities within the City Centre and other key locations. - Increase the extent of low speed zones, where appropriate. - Smarter choices and behavioural change interventions programmes, to increase active travel. - Increase the extent of low speed zones, where appropriate. - Smarter choices and behavioural change interventions programmes, to increase active travel. - Ensure funding sources are effectively pooled. • Sustain cycle and pedestrian training. • Delivery of road safety initiatives at the equivalent of LTP2 levels addressing issues faced by each of the high risk groups. | |

| Short term actions | Longer term actions |
|--|---------------------|
| <ul style="list-style-type: none"> • Police partnership and enforcement (including cameras) is maintained at LTP2 levels. • All actions are governed by the need to meet the Equalities legislation. | |

Goal Four – Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.

| | |
|---|---|
| <p><u>Joint working to address common objectives</u></p> <ul style="list-style-type: none"> • Continue to integrate accessibility with LSPs to ensure transport helps to deliver their priorities. • Build on the work undertaken in the MAA to create the conditions for a shared approach to improving accessibility. • Integrate transport and land use planning which will have a significant affect on improving accessibility. We will adopt the principles of the Liverpool Transport and Land Use Study to support our work in this area. • Continue to develop joint approaches to ensure that transport helps to deliver the priorities of the city region Child and Family Poverty Framework. | <ul style="list-style-type: none"> • Share services with providers in other sectors to maximise resources and reduce inefficiencies. |
| <p><u>Access to employment</u></p> <ul style="list-style-type: none"> • Integrate improved accessibility into the City Region Employment and Skills Strategy. In particular the targeted action plans for disadvantaged areas to determine what improvements are needed. • Continue efforts to secure funding for LGM to assist workless residents to overcome transport barriers to employment. | <ul style="list-style-type: none"> • Actions in support of this goal require a long term commitment from all partners to work collaboratively. |

| Short term actions | Longer term actions |
|--|---|
| <ul style="list-style-type: none"> • Examine funding regimes to provide free cycles to those in disadvantaged areas who need them most. <p><u>Access to education</u></p> <ul style="list-style-type: none"> • Promote, at all times the use of walking and cycling for education journeys through school travel planning. • Work with the education sector to conduct a cycle audit of all schools with a view to installing cycling facilities at all school sites. • Develop a programme of joint actions for improving access to education in line with the agreed School Transport Policy and Sustainable Modes of Transport strategies. | <ul style="list-style-type: none"> • Examine pooled resources with education sector providers to assist with travel costs to schools for those on low incomes. |
| <p><u>Access to healthcare</u></p> <ul style="list-style-type: none"> • Work with partners to promote the health benefits of walking and cycling. • Work with all health transport service providers to share resources and to commission services. • Promote sustainable access to food shopping through walking and cycling for local trips | <ul style="list-style-type: none"> • Look to secure much greater commissioning of joint services to improve access to healthcare and healthy food choices through the most sustainable forms of transport. |
| <p><u>Fares, information and ticketing</u></p> <ul style="list-style-type: none"> • Review the range and availability of multi operator pre-paid tickets in line with Merseytravel’s emerging Ticketing Strategy. • Examine enhanced information provision at a neighbourhood level. | <ul style="list-style-type: none"> • Develop a range of affordable ticketing opportunities to assist low income households. • With stakeholders, develop and secure long term Merseyside wide travel training programmes. |

| Short term actions | Longer term actions |
|---|---|
| <p><u>Taxis and Community Transport</u></p> <ul style="list-style-type: none"> • Examine the potential for an expanded role for the taxi sector to help deliver access improvements. • Develop a TQP for Merseyside. • Examine an expanded role for community and third sector organisations to address issues at a local community level and make a positive contribution to the Big Society. | |
| <p><u>Public transport</u></p> <ul style="list-style-type: none"> • Ensure, through the Bus Service Review Group that the supported bus network continues to provide access to opportunities and services in line with the agreed policy framework for supported bus services. • Examine the role of other transport service providers such as community, third sector and social services to assist the supported bus network | <ul style="list-style-type: none"> • Share services with providers in other sectors to maximise resources and reduce inefficiencies. • Use the bus services budget (to fund other solutions for improving access for example Neighbourhood Travel Teams. • Ring fence any efficiency savings into funding other accessibility improvements not realistic – efficiency savings will just be swallowed up. |
| <p><u>Mainstreaming Equality and Diversity</u></p> <ul style="list-style-type: none"> • Integrate the outcomes of the LTP IA with implementation plans. | <ul style="list-style-type: none"> • Ensure that any new policies, procedures and practices are assessed using an Equality Impact Assessment Toolkit. |

Goal Five – Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.

(See Table ?? for more details)

Goal Six – Maintain our assets to a high standard.

| Short term actions | Longer term actions |
|--|--|
| <ul style="list-style-type: none"> • Complete HAMP/TAMP, including proper consideration of climate change. • Review network for ‘key priorities’ including consideration of the needs of the SFN. • Identify synergies with other policy areas. • Review opportunities to make efficiency savings and environmental improvements when replacing street lighting and traffic signals and through the way they are operated. | <ul style="list-style-type: none"> • Link maintenance planning to highways network improvement plans. • Implement new methods of calculating costs and benefits, to include environmental benefits. • Ensure all new transport projects are planned taking account of climate change and possible changes in oil supply and future cost. • Include environmental considerations in planning maintenance schemes, for example with reference to noise, vibration, dust and general local air quality. |

Table 16 - Summary of actions to support transport activities

| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|---|---|
| BUS | Targeted programme of capital infrastructure works focused on city centre, its approaches and key SQP scheme corridors and areas. The programme to provide enhanced cycling and walking facilities whenever possible. | 1, 2, 3, 4, 5 | Short/Medium Term - Continue to develop measures to support improved bus journey experience. | <ul style="list-style-type: none"> - Mode shift from private to public transport. - More reliable journey times and competitive edge over private transport. - Reductions in congestion, carbon emissions and improvements in air quality. Reducing emissions. Improved health. More cycling. |
| | Delivery of SQP scheme agreements in co-operation with bus operators and highway authorities to deliver measures to support improved bus journeys in conjunction with marketing campaigns. (See Goal Two for details relating to environmental performance of vehicles) | 1, 2, 3, 4, 5 | Short/Medium Term - To work in cooperation with bus operators and highway authorities to deliver measures to support improved bus journeys in conjunction with marketing campaigns. | <ul style="list-style-type: none"> - SQPs are a mechanism to support the above Mode shift from private to public transport. - More reliable journey times and competitive edge over private transport. - Reductions in congestion, carbon emissions and improvements in air quality reducing emissions. Improved health. |
| | Provide support to operators in using alternative fuel and new technologies in their fleet. | 1, 2, 3, 5 | Long Term | <ul style="list-style-type: none"> - Reduction in carbon and atmospheric pollution, especially within AQMAs. - Improved health consequences. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|---------------------|---|
| BUS | Subject to feasibility studies, expand the Merseytravel departure charge system at bus stations to promote low emissions vehicles by incorporating differential charging of vehicles. | 2, 3 | Longer Term | <ul style="list-style-type: none"> - Incentivises use of low emission vehicles. - Improved air quality and reduced carbon emissions. - Improved air quality reduces negative impacts on health. - Supports the Low Carbon Economy. |
| | Investigate the feasibility of procuring a fleet of low emission buses to be made available for operators use on contracted services. | 2, 3 | Long Term | <ul style="list-style-type: none"> - Incentivise use of low emission vehicles - Improved air quality and reduced carbon emissions - Supports Low Carbon Economy |
| | Investigate the use of flexible services to effectively serve low areas of demand but high social need. | 2, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - Improve efficiency of network, resulting in improved air quality and reduced carbon emissions. |
| RAIL | Capacity improvements at Liverpool Central station. | | Short & Long Term | <ul style="list-style-type: none"> - Improved safety at the station. - Additional capacity, to support role of the station as the main city centre rail interchange. - Maintain efficiency of the Merseyrail network. |
| | Targeted access and infrastructure upgrades at key railway stations including cycle parking facilities to encourage multi-modal journeys. | | Short Term | <ul style="list-style-type: none"> - Improve convenience and safety of the rail network. - A more accessible rail network. More cycling. - Support attractiveness of existing stations and support high levels of rail patronage, especially into the city centre at peak times. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|---------------------|---|
| RAIL | Capacity improvements on local rail services, especially at peak hours. Examine in tandem with Passenger Transport Executives (PTE), options for new rolling stock procurement for rail services in the North of England. | | Short Term | <ul style="list-style-type: none"> - Improved offer to passengers and greater propensity to use the train. - Mode shift from car to rail with associated benefits in terms of congestion, air quality and carbon emissions. |
| RAIL | Rail electrifications; <ul style="list-style-type: none"> - Liverpool – Manchester (national scheme). - Huyton – Wigan electrification. | | Short Term | <ul style="list-style-type: none"> - Additional capacity on key inter city rail line. - Journey time improvements, to make rail a more competitive mode than the private car. - Additional capacity to accommodate new rail passengers. Air quality improvements and reduced carbon emissions. |
| RAIL | Encourage and support Merseyrail Electrics to decarbonise their energy supply to make the rail network carbon neutral. | 2 | Long Term | <ul style="list-style-type: none"> - Reduced carbon emissions. |
| RAIL | Continue to examine case for expansion of Merseyrail through possible schemes such as; <ul style="list-style-type: none"> • Burscough Curves reinstatement • Link to Skelmersdale. (see also Figure 9) • Halton Curve reinstatement • Borderlands Line Enhancements | 1, 2, 4, 5 | Short/Long Term | <ul style="list-style-type: none"> - A more accessible rail network. - Improved offer to public and greater propensity to use train. - Mode shift from car to rail with associated benefits in terms of congestion, air quality, carbon emissions. |






| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|-------------------------|--|--------------------|---------------------|--|
| RAIL | Develop the case for local control for Merseyside rail network. | 2, 5, 6 | Short Term | <ul style="list-style-type: none"> - A more efficient rail network. - A cheaper rail network. - A better performing rail network. |
| PARK & RIDE | Revised Park and Ride strategy will set out priorities for future programmes. | 2, 4, 5 | Short/Long Term | <ul style="list-style-type: none"> - Increases public transport patronage and reduces longer distance car commuting - Integrates Active Travel modes with the public transport network. - These measure help to reduce carbon emissions. |
| TICKETING & INFORMATION | Development of new bus-based RTI system, linked to web technology and mobile phones. | 1, 2, 3, 4, 5 | Short/Long Term | <ul style="list-style-type: none"> - Better availability of bus-based information, to aid informed decision making around bus travel. - Increase in bus patronage coupled with mode shift and associated benefits (see above). |
| | Development of new ticketing products via smartcards and web-based systems. | 2, 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - Better availability of bus-based information, to aid informed decision making around bus travel. - Improved travel opportunity and levels of access. - Increase in bus patronage coupled with mode shift and congestion. - Improved monitoring of punctuality and reliability of buses. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|--|---|--------------------|---------------------|--|
| FERRIES | Develop new landing stage at the Pier Head in Liverpool. | | Short Term | <ul style="list-style-type: none"> - Improved access to the Mersey Ferries, especially for cyclists. - Supports mode shift objectives from private to public transport (see bus initiatives above). |
| TAXIS | Implement a Taxi Quality Partnership which includes progressively tightening emission standards as a prerequisite for membership. | 1, 2, 3 | Short term | <ul style="list-style-type: none"> - Increases potential for innovative new service provision. - Incentivise use of low emission vehicles. - Improved air quality and reduced carbon emissions. - Improved air quality reduces negative impacts on health. - Supports the Low Carbon Economy. |
| | Through the Taxi Quality Partnership investigate and consult on, the inclusion of progressively tightening emission standards within taxi licensing conditions. | 1, 2, 3 | Longer term | <ul style="list-style-type: none"> - Improved environment quality of taxis. - Improved air quality and reduced carbon emissions. - Improved air quality reduces negative impact on health. - Supports the Low Carbon Economy. |
| OTHER INTERVENTIONS TO SUPPORT ACCESSIBILITY | Enhanced role of community transport and voluntary sector organisations. | 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - Integration of public and community transport across Merseyside. - Support the development of local transport services to improve access to services and opportunities to support the localism agenda. - Reduction in access inequalities. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|--|--|-----------------|-------------------|---|
| OTHER INTERVENTIONS TO SUPPORT ACCESSIBILITY | Secure a long term future for LGM. | 1, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - WorkWise and Neighbourhood Travel Teams deliver access improvements to employment and training for workless Merseyside residents. - Integration of LGM activities with City Employment Strategy and Child and Family Poverty Framework. |
| | To develop a coordinated approach to travel training across Merseyside. | 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - Empower individuals to take advantage of opportunities - Improved access to education, local services and leisure activities. - Increased independence, confidence and personal mobility. - Reduced burden on local authority specialist transport provision. - Increase in public transport patronage. |
| | Deliver EqJA Toolkit. | 1, 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - New polices, procedures and practices are assessed using agreed Equalities Impact Assessment to reduce transport inequalities. |
| | Examine budget for innovative approaches to securing new cost effective access improvements. | 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - Target funding at the most appropriate solutions to meet identified needs. |

| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|--|--------------------|---------------------|---|
| FREIGHT | To develop a co-ordinated approach to freight related AQMA and carbon reduction action plans across Merseyside. | 2 | Short Term | - Actions across Merseyside to manage traffic and promote best practice to improve air quality and reduce carbon emissions. Development of public sector fleet benchmarking tool. |
| | Develop the freight contribution to the Low Emission Strategy. | 2, 3 | Short Term | - Improved air quality through reduced emissions, reduced carbon emissions. |
| | Work with the FQP and other groups to promote best practice and improve environmental performance. | 2, 3 | Short Term | - Implantation of best practice amongst freight operators within Merseyside. Reduced emissions. |
| | Through the FQP develop an increased understanding of the nature (age, vehicle type etc.) of the HGV and LGV fleet operating on Merseyside to allow better targeting of initiatives to reduce emissions. | 2 | Short term | - Supports planning of emission reduction measures. - Enables targeting of resources where they will be most effective. |
| | Work with fleet operators to implement accreditations and standards linked to local authority and other public service performance policies. | 1, 2 | Short Term | - Enable local freight operators to successfully bid for public sector contracts, improved standards leading to reduced emissions. |
| | Identify and implement ITS and low-cost improvements to the Strategic Freight Network especially when the improvements benefit other users such as cyclists and walkers. | 1, 2, 3, 5 | Short Term | - ITS used to manage traffic - free flowing traffic, reduced congestion, reduced emissions, improved air quality. |
| |  | | | |

| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|--|-----------------|---------------------|--|
| FREIGHT | Ensure the Strategic Freight Network is adequately maintained. | 6 | Short Term | <ul style="list-style-type: none"> - Free flowing traffic (reduced emissions). |
| | To integrate freight into the land use planning process across Merseyside to support the efficiency, equality and environmental agendas. | 2, 4, 5 | Short Term | <ul style="list-style-type: none"> - Improved access to employment sites. Reduced deliveries (and associated emissions) through delivery |
| | Promote Waterborne freight. | 5 | Long Term | <ul style="list-style-type: none"> - Increased use of sustainable mode. |
| | Investigate use of alternative fuels for the freight sector and link into the alternative fuels strategy. | 1, 2 | Long Term | <ul style="list-style-type: none"> - Utilisation of findings from Bionic project, support companies in uptake and adaptation, long term reduced emissions - Supports the Low Carbon Economy Increases resilience to the impacts of 'Peak Oil'. |
| | Consider the feasibility of consolidation centres transferring goods to low emission vehicles. | 2 | Long Term | <ul style="list-style-type: none"> - Reduced vehicle delivery miles, resulting in a reduction in carbon emissions. - Better local environments. |
| | Through the FQP identify routes and destinations which have lower environmental impacts and target resources to make improvements. | 2 | Short Term | <ul style="list-style-type: none"> - Encourage freight vehicles away from areas which will have greatest environmental impact. - Maximise resources. - Reduced congestion, improved air quality and lower level of carbon emissions. |
| | Investigate opportunity for wet-leasing fund and other incentives to facilitate moves to lower emission vehicles. | 2 | Long Term | <ul style="list-style-type: none"> - Increased and earlier uptake of new technologies leading to earlier emission reductions. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|---------------------|--|
| FREIGHT | Identify and implement essential highway improvements, including local infrastructure improvements and signing, to the Strategic Freight Network. | 5, 6 | Long Term | <ul style="list-style-type: none"> - Improved traffic flow, reduced accident rates, reduced congestion, improved air quality and emissions. |
| | Preservation of port access rail alignments. | 1, 2, 5 | Long Term | <ul style="list-style-type: none"> - Maintain access paths for future increase rail access to & from the port. |
| | Monitor rail freight requirements and lobby as required for both infrastructure requirements and changes to national policy. | 1, 2, 5 | Long Term | <ul style="list-style-type: none"> - Increase in distribution of freight by rail to and from the Port of Liverpool |
| | To develop a freight noise monitoring program. | 2, 3 | Long Term | <ul style="list-style-type: none"> - Actions to reduce noise from HGV movements and deliveries as appropriate. - Improved health due to lower disruption from noise. |
| | To lobby for national provision of intermodal freight terminals. | 1, 2, 5 | Long Term | <ul style="list-style-type: none"> - Allow for an increase in distribution of freight by rail to and from the Port of Liverpool. |
| | To monitor the growth of freight at LJLA. | 1,5 | Long Term | <ul style="list-style-type: none"> - To assist in planning for support to airport expansion plans. |
| | To review the private sector proposals for the development of the development of the Eastern Access Transport Corridor to LJLA. | 1, 5 | Long Term | <ul style="list-style-type: none"> - Ability to react to growth in freight traffic through the port. Improved access to LJLA. Support for SuperPort proposals. |
| | Improve access to the Port of Liverpool at Seaforth. | 1,5 | Short Term | <ul style="list-style-type: none"> - Short term sustainable transport improvements. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---|--|--|---------------------|---|
| FREIGHT | Improve highway access to the Port of Liverpool at Seaforth. | 1,5 | Long Term | <ul style="list-style-type: none"> - Long term network improvements to cater for post-Panamax and port centric distribution. |
| | Work closely with the development of SuperPort. | 1,5 | Short Term | <ul style="list-style-type: none"> - Integrate actions in support of the port, airport and freight facilities generally. |
| | Improved monitoring of HGV and LGV traffic. | 1,2,5 | Short Term | <ul style="list-style-type: none"> - Better understanding of freight related traffic locally. |
| | A5300/A562 junction improvement. | 5 | Short /Long Term | <ul style="list-style-type: none"> - Knowsley are examining options to improve access to the south of Liverpool and 3MG and the Mersey Gateway. |
| | CYCLE | Reduce motorised vehicle speeds with 20 mph zones and whenever possible traffic volume in residential areas and wherever there are significant numbers of active travellers. | 2, 3, 4, 6 | Short & Long Term |
| Free bikes and bike recycling scheme. Identify funds to support an innovative free bike/bike recycling scheme for those with most need. | | 1, 2, 3, 4, 5 | Short term | <ul style="list-style-type: none"> - Increase access to employment, education and leisure opportunities. - Re-education in access inequalities. |
| Design residential streets as safe and friendly environments for people and play rather than cars. | | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - Better air quality. - Lower carbon emissions. - More equitable streets and society. - Safer neighbourhoods. |





| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|---------------------|---|
| CYCLE | Provide connections between cycle and pedestrian friendly areas to create routes for active travellers. | 2, 3, 4, 5, 6 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - Better air quality. - Lower carbon emissions. - More equitable streets and society. - Safer neighbourhoods. |
| | Continue to deliver our Rights of Way Implementation Plan and integrate it into green infrastructure plans. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - Better air quality. - Lower carbon emissions. - More equitable streets and society. |
| | Linked areas of speed reduction for general traffic in Residential areas. | 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More attractive and safer routes available for cyclists, leading to an increase in usage. |
| | Provide cycle parking at all public buildings & any other trip destinations. | 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More cycling. - More equitable streets and society. |
| | Review and revise our cycle networks and aspirations for future networks so that all departments can include cycling interventions and improvements whenever other work is being done. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - Better air quality. - Lower carbon emissions. - More equitable streets and society. - Safer neighbourhoods. |
| | Apply the principles from Manual for Streets to all new streets and retrospectively to all streets especially residential areas and district centres whenever other work is being undertaken or funding allows. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - Better air quality. - Lower carbon emissions. - More equitable streets and society. - Safer neighbourhoods. |

| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|---------------------|--|
| CYCLE | Free bikes and bike recycling scheme, Identify funds to support an innovative free bike/bike recycling scheme for those with most need. | 1, 2, 3, 4, 5 | | <ul style="list-style-type: none"> - Increase access to employment, education and leisure opportunities. - Reduction in access inequalities. |
| | Bikeability level 2 cycle training offered to all primary school children. | 2, 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling by children and families. - More equitable streets and society. - Safer neighbourhoods. |
| | Cycle training available to secondary school children and adults. | 2, 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling - More equitable streets and society - Safer neighbourhoods - Improve accessibility to schools and services. |
| | Cycle maintenance training available to all. | 2, 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - More equitable streets and society. - Safer neighbourhoods. |
| | Smarter Choices marketing - see TravelWise. | | | |
| | Safe and pedestrian friendly environments created in residential areas and centres. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - More equitable streets and society. - Safer neighbourhoods. |
| WALK | Role out of pedestrian audits across the county. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking. - More equitable streets and society. - Safer neighbourhoods. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|--|--------------------|---------------------|---|
| WALK | Apply a road-user hierarchy to all highways that puts pedestrians first, then cyclists, public transport, freight before private cars. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - More equitable streets and society. - Safer neighbourhoods. |
| | Apply the principles from Manual for Streets retrospectively to all streets especially residential areas and district centres whenever other work is being undertaken or funding allows. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - More equitable streets and society. - Safer neighbourhoods. |
| | Recognise pedestrian desire lines and enable easy pedestrian access whenever other work is being undertaken or funding allows. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking. - More equitable streets and society. - Safer neighbourhoods. |
| | Child Pedestrian Training. | 3 | Short & Long Term | <ul style="list-style-type: none"> - Increased skill levels for the most vulnerable children and reduces the number of serious or fatal injuries. |
| | Linked areas of Speed Reduction for general traffic in Residential areas. | 3 | Short & Long Term | <ul style="list-style-type: none"> - More attractive and safer routes available for pedestrians, leading to an increase in usage. |
| | Smarter Choices – see TravelWise. | | | |
| MAINTENANCE | Maintenance and enhancements of the two Mersey Tunnels. | | Short/Long Term | <ul style="list-style-type: none"> - Maintain safety and reliability for users of the network. - Maintain efficiency of key part of the strategic road network in Merseyside. |
| | New transport projects take account of future climatic conditions and are planned accordingly. | 2, 6 | Short Term | <ul style="list-style-type: none"> - Transport network able to respond to future risks. |





| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|---------------------|--|
| MAINTENANCE | Complete HAMP/TAMP, including proper consideration of climate change. | 6 | Short Term | - Assists prioritisation by focussing on usefulness of assets. |
| | Include environmental considerations in planning maintenance schemes, for example with reference to noise, vibration, dust and general local air quality. | 2 | Long Term | - High environmental quality of transport projects. |
| | Work with partners to ensure that the transport system is able to operate efficiently in a future which may see limited oil supplies and different climatic conditions. | 2 | Long Term | - Transport network able to respond to future risks. |
| | Identify synergies with other policy areas. | 1, 2, 3, 4, 5, 6 | Short/Long Term | - Addresses multiple objectives. - Support to all LTP priorities. |
| | Review network for 'key' priorities. | 5, 6 | Short Term | - Ensures priority given to key routes to support economic regeneration. |
| | Link maintenance planning to planning of highway network improvements. | 1, 2, 3, 4, 5, 6 | Long Term | - Maximise individual scheme benefits. |
| | Implement new methods of calculating costs and benefits. | 6 | Long Term | - Increase funding for maintenance. |

| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|---------------------|---|
| TRAFFIC | Apply the joint Merseyside Traffic Management Plan to fulfil the Network Management Duties. | 1, 2, 3, 4, 5, 6 | Short Term | <ul style="list-style-type: none"> - Supports the economy through the efficient movement of people and goods - Supports maintenance activities by helping to manage roadworks. |
| | Extend cross Merseyside boundary coordination with neighbouring local authorities and the HA. | 1, 2, 5 | Short Term | <ul style="list-style-type: none"> - Supports the economy by the efficient movement of people and goods at North West level. |
| | Consider small-scale highway improvement schemes. | 1,5 | Short Term | <ul style="list-style-type: none"> - Reduce congestion at key 'hotspots', especially on the Strategic Highway Network - Support to road safety agenda. |
| | Manage demand through car parking policies where appropriate. | 1, 2, 3, 5 | Short Term | <ul style="list-style-type: none"> - Help manage traffic into key centres. - Reduce demand for car to support air quality and carbon agendas. - Support the road safety agenda. |
| | Consider support for non-car modes such as motorcycles and coaches. | 1, 2, 4, 5 | Short Term | <ul style="list-style-type: none"> - Reduce demand for car travel generally. - Support the visitor economy. Sustainably. |
| | Better integrate transport and land use locational decisions to maximise benefit of existing transport assets, reduce longer distance travel and reduce carbon emissions. | 1, 2, 3, 4, 5 | Continuous | <ul style="list-style-type: none"> - Support the economy through an efficient transport network. - Reduce carbon and improve air quality through reduced car travel. - Help increased accessibility, including for disadvantaged groups. |
| | | | | |



Maintenance

| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|---------------------|---|
| TRAFFIC | Work in partnership with service providers (for example the Energy Saving Trust Advice Centres) to ensure effective targeting of education and information provision around sustainable vehicle choice and fuel-efficient driving techniques. | 2, 3 | Longer Term | <ul style="list-style-type: none"> - Reduced emissions. - Improves air quality and health. |
| | Introduce 20 mph areas and zones whenever possible to enable more cycling and walking. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - Better air quality. - Lower carbon emissions. - More equitable streets and society. - Safer neighbourhoods. |
| | Apply a road-user hierarchy to all highways that puts pedestrians first, then cyclists, public transport, freight before private cars. | 2, 3, 4 | Short & Long Term | <ul style="list-style-type: none"> - More walking and cycling. - Better air quality. - Lower carbon emissions. - More equitable streets and society. - Safer neighbourhoods. |
| | Comprehensive campaigns etc targeted at the groups most at risk from death or serious injury: <ul style="list-style-type: none"> • Young/Novice Drivers • Motorcyclists • Older Drivers Includes, high quality enforcement, training and engagement. | 3 | Short & Long Term | <ul style="list-style-type: none"> - Fewer fatal or serious road casualties. |




| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|--|--------------------|---------------------|--|
| TRAFFIC | Ensure good provision of information around sustainable vehicle choice, fuel efficient driving techniques and car share. | 2, 3 | Short term | <ul style="list-style-type: none"> - Reduced emissions. - Improved air quality and health. |
| | Gather information on traffic patterns for real time use. | 1,5 | Short Term | <ul style="list-style-type: none"> - More efficient real time network management. |
| | Use available and shared information to manage traffic through the network. Develop use of environmental triggers, road works information and cross boundary routes. | 1, 2, 5, 6 | Short Term | <ul style="list-style-type: none"> - More efficient network management. - Supports environmental agenda. - Supports management of road works. |
| | Provide more information to travellers by different means. | 1, 4, 5 | Short Term | <ul style="list-style-type: none"> - More efficient and accessible network. |
| | Utilise journey time management systems better, including over a wider route coverage. | 1, 5 | Short Term | <ul style="list-style-type: none"> - More efficient network management across Merseyside. |
| | Link RTPI systems, particularly for buses to traffic management systems. | 1, 4, 5 | Short Term | <ul style="list-style-type: none"> - More efficient network management. - Supports public transport use. - More accessible public transport. |
| | Link individual district's streetworks information systems. | 1, 5, 6 | Short Term | <ul style="list-style-type: none"> - Better management of cross boundary traffic in relation to significant roadworks. |
| | Provide support for emergency vehicles. | 1, 3, 5 | Short Term | <ul style="list-style-type: none"> - Better access to health facilities for emergency cases. |
| | Better dissemination of car park information. | 1, 4, 5 | Short term | <ul style="list-style-type: none"> - Better informed travellers. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|------------|---|-----------------|-------------------|---|
| TRAFFIC | Continue to develop and implement strategies to cater for events (planned and unplanned). | 1, 4, 5 | Short Term | <ul style="list-style-type: none"> - More accessible planned events. - Better management of unplanned events. |
| | Implement system to vehicle links. | 1, 4, 5 | Long Term | <ul style="list-style-type: none"> - More informed travellers - Better accessibility |
| | Develop system to allow varying levels of priority to types of vehicle etc. | 1, 4, 5 | Long Term | <ul style="list-style-type: none"> - Support sustainable transport. - Support emergency vehicles. |
| | Accommodate new techniques as they become available. | 1, 5 | Long term | <ul style="list-style-type: none"> - Continual improvements to network management. |
| | Maintenance and enhancements of the two Mersey Tunnels. | 6 | Short & Long Term | <ul style="list-style-type: none"> - Maintain safety and reliability for users of the network. - Maintain efficiency of key part of the strategic road network in Merseyside. |
| | Visitor economy Travel Plans and behaviour change marketing. | 1, 2, 3, 4, 5 | | <ul style="list-style-type: none"> - Improved access to visitor attractions. - Increase in visitor numbers. - Improved health. |
| TRAVELWISE | Business/workplace Travel Plans and behaviour change marketing to affect business, commuting and visitor trips. | 1, 2, 3, 4, 5 | | <ul style="list-style-type: none"> - Improved business and public sector efficiency - Reduce emissions. - Improved health. - Improve accessibility. |
| | Health location Travel Plans and behaviour change marketing. | 3, 4, 5 | | <ul style="list-style-type: none"> - Improved access to health services. - Improved health and well-being. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---|--|--------------------|---------------------|--|
|  <p>TRAVELWISE</p> | Health location Travel Plans and behaviour change marketing. | 3, 4, 5 | | <ul style="list-style-type: none"> - Improved access to health services. - Improved health and well-being. |
| | Smarter Choices marketing and interventions targeted at disadvantaged communities in conjunction with health, education and environment sectors. | 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - Active travel supporting people to achieve healthy weight and reduce the risk of obesity and suffer less from the impacts of poor air quality. - Combat potential low cost second hand car use. - Safer neighbourhoods. - Improve access to employment, education, services and leisure opportunities. - Expand travel horizons. |
| | Smarter Choices marketing targeted at those who are more susceptible to change to sustainable modes. Apply marketing techniques that further separate the audience for more effective targeting. | 1, 2, 3, 5 | Short & Long Term | <ul style="list-style-type: none"> - Improved health. - Reduced emissions. |
| | Continue to develop Smarter Choice work with the health sector. Health locations behaviour change marketing and Travel Plans. | 3, 4, 5 | | <ul style="list-style-type: none"> - Improved access to health services. - Improved health and wellbeing. |
| | Cycling and walking modes promoted and marketed to all. | 2, 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - Reduced emissions. Improved health. - Efficient movement of people. - Improved quality of life. |

| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------|---|--------------------|--|--|
| TRAVELWISE | Personal Travel planning - Develop innovative programmes to provide personalised travel planning to a greater amount of people, in particular with disadvantaged communities. | 2, 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - Improved access to employment, education and leisure opportunities. - Expand travel horizons. - Combat potential low cost second hand car use. - Improve health. - Safer neighbourhoods. |
| | Public transport marketing - Continue to promote public transport as a sustainable mode and as part of multi modal journeys and work with operators on marketing. | 2, 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - Efficient movement of people. - Improved access to employment, education and leisure opportunities. |
| | Support rail station travel plans and interventions. Link to work with organisations, health, visitor and school travel planning. | 2, 3, 4, 5 | Short Term | <ul style="list-style-type: none"> - A more accessible rail network and reduce car trips for this, often, short trip. - Efficient movement of people. - Improved access to employment, education and leisure opportunities. |
| | School behaviour change marketing and Travel Plans. | 2, 3, 4, 5 | Continue to develop Smarter Choices work with schools. | <ul style="list-style-type: none"> - Efficient movement of people. - Improved access to education - Reduced emissions. |
| | Continue to provide cycle and walking maps, guides and enabling information and have greater emphasis on use of online and digital resources. | 2, 3, 4, 5 | Short & Long Term | <ul style="list-style-type: none"> - More effective information provision for greater uptake of sustainable modes. |



| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|-------------------|---|--------------------|---------------------|--|
| ALTERNATIVE FUELS | Develop an Alternative Fuels Infrastructure Strategy to identify future fuels needs, infrastructure requirements and delivery models. | 1, 2, 5 | Short term | <ul style="list-style-type: none"> - Resilient planning for future transport requirements. - Maximises resources. - Encourages investment in low emission vehicles and infrastructure. - Supports the Low Carbon Economy. |
| | Implement the Alternative Fuels Infrastructure Strategy. | 1, 2, 3, 5 | Longer term | <ul style="list-style-type: none"> - Increased use of low emission vehicles in private use, public transport and fleets. - Reduces carbon and air emissions. - Improved air quality reduces negative impacts on health. - Supports the Low Carbon Economy. - Increases resilience to effects of 'Peak Oil'. |
| | Continue to pursue means of delivering the eLive project to provide infrastructure for electric vehicles to charge. | 1, 2, 3, 5 | Short term | <ul style="list-style-type: none"> - Increased use of low emission vehicles in private use, public transport and fleets. - Reduces carbon and air emissions. - Improved air quality reduces negative impacts on health - Supports the Low Carbon Economy. - Increases resilience to effects of 'Peak Oil'. |



Environment

ALTERNATIVE FUELS

| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---|--|--------------------|---------------------|--|
| PROMOTING LOW EMISSION VEHICLES & FUELS | Through Quality Partnerships promote best practice and improved environmental performance in the bus, freight and taxi fleets. | 2, 3 | Short term | <ul style="list-style-type: none"> - Reduced emissions from bus, freight and taxi fleets. - Improved air quality reduces negative impacts on health. - Increases resilience of bus, freight and taxi sectors to effects of 'Peak Oil'. |
| | Encourage public bodies to develop procurement policies which support the uptake of low emission vehicles and fuels in their supply chain. | 2, 3 | Short term | <ul style="list-style-type: none"> - Increased use of low emission vehicles in taxi, bus, freight and fleet vehicles - Reduced emissions from vehicles - Improved air quality reduces negative impacts on health - Supports the Low Carbon Economy |
| PLANNING & DEVELOPMENT | Continue to engage with planners and regeneration agencies to promote sustainable transport and design, including the greening of routes to make them more attractive. | 2, 3, 4 | Short term | <ul style="list-style-type: none"> - Maximises resources. - Increased use of sustainable modes. - Improved health due to increased opportunities for active travel. - Enhanced natural environment. - Improved accessibility. |
| | Include low emission strategies within planning documentation. | 2, 3 | Longer term | <ul style="list-style-type: none"> - Maximises resources. - Reduces emissions from transport in new developments. - Improved air quality reduces negative impacts on health. - Resilient planning for future transport requirements. |
| | Ensure greater enforcement of existing sustainable transport commitments made by developers. | 1, 2, 3, 4, 5 | Short term | <ul style="list-style-type: none"> - Maximises resources. - Reduces emissions from transport in new developments. - Improves health. |



Environment

| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|---------------------------|--|--------------------|---------------------|---|
| PLANNING & DEVELOPMENT | Promote district adoption of the Merseyside planning policy guidance note on installation of electric vehicle charging points and low emission strategies. | 2, 3 | Short term | <ul style="list-style-type: none"> - Maximises resources. - Encourages use of low emission vehicles. - Reduces emissions. - Improved air quality reduces negative impacts on health. |
| NETWORK OPERATION | Ensure that transport contributes to the delivery of the city region Green Infrastructure Strategy. | 1, 2, 3 | Longer term | <ul style="list-style-type: none"> - Maximises resources. - Enhanced natural environment - More attractive streets, paths and routes. - Improved health due to increased opportunities for active travel and mental health benefits of 'green' environments. - Creates resilience to impacts of climate change such as heatwaves and flooding. |
| | Ensure that all new transport projects are constructed to a high standard and, where applicable, are subject to external assessment. | 1, 2 | Longer term | <ul style="list-style-type: none"> - Ensures high quality, sustainable facilities. - Reduces waste and inefficient use of resources. - Reduces carbon emissions. - Supports the Low Carbon Economy. |
| | New transport projects take account of future climatic conditions and are planned accordingly. | 2, 6 | Short term | <ul style="list-style-type: none"> - Ensures resilience to impacts of climate change. - Supports resilient planning and targeting of resources. - Maximises resources. |



Environment


| Mode/ Area | Intervention | Addresses Goals | Short/ Long Term | Anticipated Outcomes |
|----------------------|--|--------------------|---------------------|---|
| NETWORK OPERATION | Review opportunities to make efficiency savings and environmental improvements when replacing street lighting and traffic signals and through the way they are operated. | 1, 2, 6 | Short term | <ul style="list-style-type: none"> - Maximises resources. - Reduces carbon emissions. - Supports the Low Carbon Economy. |
| NETWORK OPERATION | Consider the options available to reduce noise levels from transport and, where finances allow, implement measures in priority areas where noise levels exceed recommended thresholds. | 2, 3 | Longer term | <ul style="list-style-type: none"> - Reduced noise nuisance from transport creating more attractive streets and communities. - Improved health. |
| MONITORING | Consider ITS and selective engineering works where they will reduce congestion and traffic emissions. | 2, 3, 5 | Longer term | <ul style="list-style-type: none"> - Reduces congestion. - Economic benefits from shorter trip times. - Reduced emissions from vehicles. - Improved air quality reduces negative impacts on health. |
| | | | | <div style="text-align: center;">  <p>Environment</p> </div> <ul style="list-style-type: none"> - Enables monitoring of plans, policies and programmes against emission targets. - Supports resilient planning and targeting of resources. |

Table 17 - Summary of actions to support disadvantaged communities

A third of all Merseyside residents live in a disadvantaged area. These are the areas of Merseyside that are in the top 10% of the national Index of Multiple Deprivation and are characterised by high unemployment, low car ownership, low household income, poor health and educational achievement, poorest housing and environmental conditions and the lowest spending power.

It is disadvantaged areas that suffer most from the impacts of transport. Challenges and Opportunities set out the disparity between the mobility rich areas and the mobility poor who often live in our most disadvantaged areas where the costs of transport restrict ability to travel and where some of the worst impacts of transport in relation to air quality and traffic accidents are most keenly felt.

Here we set out a summary of our interventions under each of the LTP goals on how we intend to address the impacts of transport on disadvantaged communities.

Goal 1: Ensure the transport system supports the priorities of the Liverpool City Region, the LEP and its Local Strategic Partnerships
Well planned transport services can contribute to delivering LDF and LSP priorities and can help build stronger and safer communities, healthier children and young people, equality and social inclusion, sustainability and better local economies. For disadvantaged groups, this means:

- Integrating the LTP with each local authority's LDF to ensure new developments are accessible to all. This will provide a robust planning framework that links transport with future developments that can significantly improve accessibility.
- Closer collaboration with LSPs to help them deliver their community strategies.

Goal 2: Provide and promote a clean and low carbon transport system

Transport emissions are higher in the vicinity of disadvantaged communities. This reflects the view that routes carrying high volumes of traffic run through or pass by disadvantaged communities. These interventions will significantly improve air quality in and around disadvantaged areas with the consequence benefits to health.

- Focus TravelWise activity where it will have most impact. Particularly around; commuting and business travel which are often single-occupancy trips, education trips which contribute significantly to am and pm traffic peaks and short trips which have greatest potential to be shifted to active modes.
- Develop an Alternative Fuel Infrastructure Strategy to identify future fuel needs, infrastructure requirements and delivery models.
- Work with bus, taxi and freight fleet operators to promote best practice and to improve environmental performance.
- Consider the options available to reduce noise levels from transport and, where finances allow, implement measures in priority areas where noise levels exceed recommended thresholds.

Goal 3: Ensure the transport system promotes and enables improved health and wellbeing and road safety.

The interventions being proposed in goal 3 will help deliver improved air quality and health in disadvantaged areas as well as improved access to key opportunities and services such as employment, healthcare, shopping and education. Road traffic accidents (particularly among children) are higher in disadvantaged areas than more affluent areas. The introduction of measures to reduce or slow down traffic will create safer roads and encourage more walking and cycling and therefore improve health.

- Support an innovative free cycle/ cycle recycling scheme for those with most need.
- Develop Smarter Choices marketing targeted at disadvantaged communities in conjunction with health, education and environment sectors.
- Promote walking and cycling modes to all. This will include training for children as pedestrians and as cyclists
- Introduce measures to reduce speed on residential streets.
- Develop an innovative programme to provide personalised travel planning to a greater amount of people.

Goal 4: Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.

The interventions proposed in goal 4 will have a direct impact in disadvantaged areas creating greater opportunities to travel, access employment and foster wellbeing. We will be taking these forward with a our partners from the City Region Employment and Skills Strategy, LSPs, bus, taxi and community transport operators, the health sector and the education sector.

- Expanding the range of public transport services by examining the role of taxi and other operators backed up by a network of neighbourhood based information services.
- Examine the potential for the introduction of new concessionary tickets for disadvantaged groups in line with Merseytravel's emerging Ticketing Strategy
- Develop systems for making existing per-paid tickets more affordable to disadvantaged groups. This will primarily be delivered through the introduction of smartcard ticketing.
- Expand the quality and range of information currently provided. Develop new ways of disseminating information to disadvantaged groups through a range of community based facilities.
- Put in place a comprehensive Merseyside wide Travel Training programme in partnership with all stakeholders providing training to ensure the right provision is delivered.
- Continue to provide cycles to those on low incomes whenever possible to expand travel horizons of disadvantaged groups.
- Continue to examine funding opportunities to continue the LGM programme.

Goal 5: Ensure the transport network supports the economic success of the LCR by the efficient movement of people and goods

The bus remains the main form of public transport for disadvantaged groups in Merseyside. These interventions will develop new and innovative solutions to address affordability, accessibility and availability of public transport to improve access to services and opportunities for disadvantaged groups.

- Implementation of polices for school transport, supported bus provision and Merseylink service.
- The development of a new style of pre-paid ticketing product linked to smartcards.
- The development of a new bus based RTI system and the use of social media and other web tools to disseminate bus information in a targeted way.
- By integrating the Freight Strategy into the land use planning process the development of significant freight locations will be encouraged in areas accessible to a workforce by sustainable transport.

Goal 6: Maintain our assets to a high standard

The better linking of maintenance to other policy areas will ensure:

- The needs of the disabled are taken more into account in maintenance schemes
- Improvements for walking, cycling and in access to public transport are considered where appropriate when maintenance schemes are planned



Chapter Six

Managing our performance

Managing our performance

The need for performance indicators

- 6.1 The MTP considers it essential to maintain a meaningful set of performance indicators. We need the ability to measure our performance in order to identify both our successes and address our shortcomings. A set of focused, clear and measurable indicators provides accountability and incentives for improved performance and can help deliver better VFM as interventions are sought to maximise performance
- 6.2 LTP2 was developed and delivered under very specific guidance from DfT. In contrast, for LTP3 there has been no directive guidance on indicator development and monitoring, beyond that it is a “local matter” and should therefore be organised at the local level. In broad terms, the national precedent is the abandonment of existing indicator sets, although most recently, new streamlined sets of indicators have started to appear (In the DfT Business Plan for example). Furthermore there is no national assessment of LTP3 performance indicators and no requirement to report back to the DfT on an annual basis via Annual Performance Reports as was the case for LTP2.
- 6.3 Above all, the Performance Indicators will be essential to the ITA as part of its decision making about future priorities for funding in pursuit of the LTP Strategy and Goals.

Maintaining continuity

- 6.4 Maintaining continuity with LTP2 is essential. We are only now starting to see the value of some of the indicator programmes from LTP2 and to halt these now could prove to be short sighted.
- 6.5 LTP2 had 44 indicators. These were comprised of 20 indicators mandated by central government and a further 24 developed specifically for the Merseyside LTP (and grouped into the nationally agreed categories of: Congestion, Accessibility, Quality Air/Life and Other). More specifically, a set of core Merseyside indicators were developed for LTP2 covering those areas considered most critical to local success. These are set out below.

Reporting on progress has been provided by our Annual Progress Reports ^(Ref 39).

The Merseyside core indicators

Of the 44 LTP2 indicators, 10 were identified as Merseyside ‘core’ indicators:

- Access to jobs
- Access to education
- Total KSI’s
- Child KSI’s
- Pollutant concentrations with AQMA’s
- Person delay indicator
- Peak period flows to urban centres
- Mode share to school
- Mode share indicators
- % New developments with SPD

The new indicator set

- 6.6 We have developed a slimmed down, locally relevant performance indicator set for LTP3. Indicators have been grouped into two categories designed to provide a clear measure of performance and delivery, whilst a third provides a useful source of monitoring information:-
- (a) **Targets** - where the Partnership considers an outcome is more within the direct influence of our actions, (see Figure 15 earlier illustrating the range of partners that have to deliver transport services). Because of this more direct influence, we have been able to set more firm numerical targets which will act as a driver for performance.
 - (b) **Traffic lights** - where measuring our progress is also critical, but where an outcome would be more difficult for the partnership to directly influence and therefore a numerical target is considered too specific to be a meaningful measure. It is proposed that these be measured using a 'traffic light' system.

For both these categories performance review based on the targets or traffic light would enable the Partnership and ITA to review spending priorities in order to direct appropriate remedial action.

- (c) **Monitoring Indicators** are those which lie outside of the Partnership's influence and were not considered to be fair measures of performance, or data quality is insufficient to accurately measure performance. However, they were considered to be useful data sets and in most cases the data is already collected for other purposes, in many cases by external bodies.
- 6.7 Table 18 contains the final agreed list of performance indicators for LTP3; Part A sets out indicators for which we have set targets Part B sets out the indicators which will be monitored via the traffic light system, whilst Part C sets out the monitoring indicators.

Managing our performance

Table 18 – Performance Indicators

Part A

| Indicator LTP3/LTP2 | Description | Notes | 2014 Target |
|---|--|--|--|
| Performance Indicators with targets for areas under more direct public authority influence | | | |
| A1 / LTP3 | Cycling – Index of Usage | Cycling and active travel are central to LTP3 and this indicator has a vital role in demonstrating progress in this area. The indicator is currently based on a robust data set which, dependant on cost implications will hopefully continue to be collected. | 112 (100 = Baseline year 2010/11) |
| A2 / BVPI 223 (96) | Principal Road Condition | Road condition is a robust dataset which will continue to be collected. These Indicators chime with the emphasis on delivering maintenance of the core network in LTP3. | Merseyside average 6.08% Knowsley 1% Liverpool 11% Sefton 8% St Helens 5% Wirral 4% |
| A3 / BVPI 224a (97a) | Non-Principal Classified Road Condition | As above. | Merseyside average 5.32% Knowsley 3% Liverpool 7% Sefton 7% St Helens 5% Wirral 4% |
| A4 / BVPI 99x | Total KSI Casualties | Road safety is a robust dataset which will continue to be collected. These indicators are important headline road safety measures and targets have been found to be particularly effective in driving performance in this area. | 466 |
| A5 / BVPI 99y | Child KSI Casualties | As above. | 70 |
| A6 / N/A (New Indicator) | Public Transport Customer Satisfaction | We propose to include this new indicator in order to have a numerical measure monitoring perception of Public Transport performance. | To be set after April 2011 |
| A7 / 3 | Limit current number of publicly available car parking spaces available in Liverpool City Centre | Although this is not outcome based or Merseyside wide in the strictest sense, levels of parking in Liverpool, as the major centre, do have an impact on the wider region. | Cap of 16,500 |

Part B

| Indicator LTP3/LTP2 | Description | Notes |
|--|--|--|
| Performance Indicators using traffic light system for areas under less public authority influence | | |
| B1 / 13 & 14 | Access by public transport, cycle and walk to employment, education health and fresh food. | We propose to combine and expand upon the LTP2 accessibility indicator definition and monitor several accessibility sub-sets under an overall access indicator: <ul style="list-style-type: none"> ▪ Economic/employment ▪ Health ▪ Education |
| B2 / LTP6 | Traffic Flows into Centres | We propose to retain a 'flows into centres' indicator in order to monitor economic regeneration and smarter choices. We feel emphasis should shift to Merseyside Centres (away from Liverpool City Centre only) and should also contain a modal choice element. |
| B3 / LTP4 | Mode Share of Journeys to School | This indicator is desirable but is subject to a good quality data source being made available – either nationally or locally. |
| B4 / 16 | Estimated Transport Related Emissions | We feel this indicator is the most valuable of the 'Air Quality' indicators to take forward to LTP3, though we do not consider it possible to set a meaningful numerical target. Data collection for this indicator is subject to funding of wider MAEI programme post 2012. |
| B5 / BVPI 102a | Public Transport Patronage – Bus | Patronage is a core measure of transport performance and data on this is already collected. We do not propose to set a target given concerns over the ability of the Partnership to exert direct influence. |
| B6 / BVPI 102b | Public Transport Patronage – Rail | As above. |
| B7 / 2 | Journey Times on Designated Routes | DfT provide a useful Journeytime dataset in the form of Trafficmaster data so we propose to continue to monitor journey time in some form. We propose to expand upon the LTP2 definition to cover journey times on other strategic networks: <ul style="list-style-type: none"> ▪ Freight ▪ Wider 'core' network ▪ Specific corridors (such as but perhaps not specifically the 11 'congestion' corridors) <p>These routes need to be defined and the indicator is subject to the availability of the national data set / the cost implications of data processing.</p> <p>It is not proposed to set a target given concerns over ability of the Partnership to exert direct influence.</p> |

Managing our performance

Part C

| Indicator LTP3/LTP2 | Description | Notes |
|------------------------|--|--|
| Monitoring only | | |
| C1 / LTP2 | Change in area wide road traffic | This indicator is easy to report from national data release. |
| C2 / BVPI 224b (97b) | Unclassified Road condition. | Data for this indicator will be collected it is worth monitoring if not setting as a 'performance indicator'. |
| C3 / LTP7 | Congestion (Person Delay) New economy/transport measures | We propose to monitor this in some capacity though the indicator will be developed to better address the economy/travel relationship. |
| C4 / LTP5 | Bus Punctuality | Data is collected by Merseytravel as part of lost mileage reimbursement calculations so will be available – though we do not consider this suitable as a 'performance indicator'. |
| C5 / BVPI 99z | Total slight casualties. | Data will be collected so worth monitoring though not as 'headline' as the KSI figures. |
| C6 / 12 | Affordability - Index of transport usage costs | Data will be collected and this is an important issue so worth monitoring – if not setting as a 'performance indicator' due to partnership's lack of direct influence. |
| C7 / 18 | Environmental Standard of Bus Fleet (Euro V or equivalent) | Data will be collected and this is a reasonable proxy measure of overall fleet quality, though we do not see this as a direct measure of performance. We propose to update the definition to the current – from Euro III to Euro V. |
| C8 / 20 | Travel to Work Modal Share indicator | Data is collected via the Countywide Household Travel Survey and the Labour Force Survey – this indicator is worth retaining for monitoring purposes. |
| C9 / 19 | Physical Activity Indicator | Sport England Active People Survey is being expanded to include better data on cycling. Subject to the quality of this data, we propose to retain a version of this indicator which will be valuable background, given the focus on active travel and health in the LTP. |

Retaining flexibility

- 6.8 In line with earlier comments regarding the need to retain a flexible approach to a constantly changing set of circumstances, there is recognition of the potential for further indicators to be developed as a result of new and emerging trends.
- 6.9 The growth in LGVs and taxi patronage are examples of recent trends that it may be prudent to monitor. In addition Public Health outcomes and indicators, developed by the NHS, are currently out for consultation and some of these may be useful in performance monitoring of LTP3

The process for monitoring

- 6.10 The Partnership propose to continue the process of monitoring which was developed for LTP2, with a system of designated “indicator owners”, to provide a central point of responsibility.
- 6.11 A key consideration in establishing the new performance management regime has been the cost of data collection and analysis. This will continue to be a consideration in the light of current financial strictures.
- 6.12 It is the Partnership’s intention to continue to monitor progress on implementing LTP on an annual basis, although this will be subject to final ITA ratification. It will therefore form an essential element of the process of review and decisions on future spending priorities through the Implementation Plans, as described in Part Three or proposals for bidding for new sources of funding.

Integrated Assessment proposals for monitoring

- 6.13 Monitoring the effects of implementing LTP3 is an essential ongoing element of the IA process and ensures that the identified IA objectives are being achieved. The IA process was described in Chapter Five and further details are contained in Annexe Fourteen It also allows early identification of unforeseen adverse effects and highlights where appropriate remedial action can be taken.
- 6.14 As part of developing the LTP performance indicators, an exercise was undertaken to review the IA monitoring proposals and identify those performance indicators that impact on the IA monitoring proposals. This has ensured that the monitoring regime for the IA is fully integrated with the performance indicators set out above. Guidance from the DfT indicates that it is not appropriate to monitor everything set out as part of the assessment. On this basis we have selected those IA monitoring proposals that reflect the priorities of the LTP. These are set out in Table 19.

Managing our performance

Table 19 – Integrated Assessment monitoring measures

| Merseyside LTP3 IA Objective | IA Indicators | Indicator LTP3/LTP2 |
|---|---|-----------------------------------|
| To use energy, water and mineral resources prudently and efficiently, increase energy generated from renewable sources and reduce greenhouse gas emissions. | Number of transport schemes using renewable schemes. | B4 / 16 |
| To reduce poverty and social deprivation and secure economic inclusion. | Accessibility of workless residents to employment locations. | B1 /13 &14 |
| To protect, manage and, where necessary, improve local air quality. | Environment standard of bus fleet (Euro III or equivalent). | C7 / 18 |
| | Congestion. | C3 / LTP7 |
| | Changes in peak period traffic flows in urban centres. | C1 / LTP2 |
| | Vehicle mileage in the AQMA or area of exceedence. | B4 / 16 |
| | Estimated transport related emissions (tonnes/year) of CO, NO and particulate matter. | B4 / 16 |
| To improve health and reduce health inequalities. | Physical activity indicator. | C9 / 19 |
| To improve safety and reduce crime, disorder and fear of crime. | Total number of people killed/seriously injured in traffic accidents. | A4 / BVPI 99x |
| | Number of children killed/seriously injured in traffic accidents. | A5 / BVPI 99y |
| | Total slight casualties. | C5 / BVPI 99z |
| To improve local accessibility of goods, services and amenities and reduce community severance. | Bus punctuality. | C4 / LTP5 |
| To reduce the need to travel and improve choice and use of more sustainable transport modes. | Mode share of journeys to schools. | B3 / LTP3 |
| | Satisfaction with local bus service. | A6 / N/A New indicator |
| | Public transport patronage:- - bus - rail | B5 / BVPI102a B6 / BVPI102b |
| | Cycling - Index of usage. | A1 / LTP3 |
| | Travel to work modal share indicator. | C8 / 20 |
| | Affordability – Index of transport usage costs. | C6 / 12 |



Chapter Seven

Delivering more

Using the opportunities
provided by the Local
Sustainable Transport Fund

- 7.1 We welcome the Government's introduction of the LSTF. It provides the prospect of significant additional funding to further the ambitions set out in this LTP. This is particularly welcome given the significant loss of funding from the ITB announced as part of the LTP settlement for the next four years.
- 7.2 It will be clear that our priorities to support sustainable economic growth and reduce carbon outputs in Merseyside are closely aligned with those of the Government. In addition our commitments to link transport with health priorities in areas as diverse as addressing obesity, reducing road traffic accidents and improving air quality will be a major contributor to the area's Decade of Health and Wellbeing.
- 7.3 Our strategy and Implementation Plans are closely targeted at these three key strands, but at least in the short term they will be constrained by the levels of funding we have available.

Supporting the city region's priorities

- 7.4 At the present time, the city region has set out its aspirations for sustainable economic growth, based upon four 'transformational' programmes. These are:-
 - (a) SuperPort – Developing the city region's strengths in port related activities and logistics.
 - (b) Building a low carbon economy.
 - (c) Developing the area's Visitor Economy'
 - (d) Developing the Knowledge Economy.
- 7.5 These priorities have been adopted by the LEP, as the best means for boosting the local economy and creating employment. Our transport proposals clearly have a major role to play in these ambitions.
- 7.6 There is also widespread support for the Decade of Health and Wellbeing.

National support

- 7.7 Both the Local Transport White Paper, 'Creating Growth – Reducing Carbon and 'Local Growth; realising every place's potential' issued by the Department of Business Innovation Skills, recognise the importance of actions to connect people to jobs and the role of local authorities to provide such services. Importantly 'Local Growth' reinforced our local proposals by recognising that such efforts were important in improving health and wellbeing.
- 7.8 'Local Growth' went further by stating that

'The transport sector itself, through the research and development of innovative transport technologies, is working to develop the new skills and jobs that will be needed to support a low carbon economy in the future'

And, that

'Transport plays a crucial role in supporting economic development and creating the opportunities for growth. Millions of people every day rely on our transport networks to go to work and to access essential services, such as hospitals and schools. Businesses rely on our national and international connectivity to offer services and deliver goods and to drive growth opportunities across different sectors and in different places.'

Supporting sustainable growth in Merseyside

7.9 We intend to build on this clear guidance and apply it to our local priorities set out above. LSTF allows us the opportunity to go further and faster with our ambitions to support the city region's priorities. They are will be spelt out in full detail in the proposal to LSTF, but we would expect them to include:-

- (a) Targeted packages of interventions designed to increase the attractiveness and accessibility of key employment sites;
- (b) Support for the CES developing sustainable programmes of tailored support to access work opportunities;
- (c) Support for the Knowledge Economy including our existing close working arrangements with the Universities and hospitals to support a raft of measures to improve public realm and travel plans in the University quarter.
- (d) Supporting the low carbon economy by greatly increasing our smarter choices and behaviour change programmes under the successful TravelWise banner and building on the success of Southport cycle town and Cycle Speke to increase levels of cycling to address the low carbon and health priorities;
- (e) Support for the knowledge and low carbon economies by examining and introducing new transport technologies; and
- (f) Working with operators to maximise the opportunities arising from the introduction of county wide smartcard ticketing to promote new and targeted journey opportunities.

Meeting multiple objectives

7.10 The LTP makes clear that a major priority, particularly in times of reduced financial resources, must be to work with partners on common objectives and to maximise joint funding opportunities. We fully support this and the example provided by the Marmot Report, 'Fair society, Healthy lives', states that, '*many policies which would help mitigate climate change would also help reduce health inequalities – for instance more walking, cycling and green spaces*'.

Delivering more

- 7.11 The bid for LSTF funding will be made following extensive consultation and the creation of a joint programme that utilises the skills and resources of a diverse range of partners including the LEP, Chambers of Commerce, operators, health sector and community and voluntary groups.



Further Information

Acronyms

| | |
|--------|--|
| AQMA | Air Quality Management Area |
| BC | Borough Council |
| BIS | Department for Business, Innovation & Skills |
| BSF | Building Schools for the Future |
| BSOG | Bus Services Operators Grant |
| BVPI | Best Value Performance Indicator |
| CAA | Comprehensive Area Assessment |
| CE | Cambridge Econometrics |
| CES | City Employment Strategy |
| CiL | Community Infrastructure Levy |
| CWS | Countywide Household Survey |
| DfT | Department for Transport |
| DLA | Disability Living Allowance |
| DM | Do Minimum |
| DoH | Department of Health |
| DSIC | Daresbury Science and Innovation & Campus |
| DVLA | Driver and Vehicle Licensing Agency |
| EMA | Education Maintenance Allowance |
| EqIA | Equality Impact Assessment |
| FQP | Freight Quality Partnership |
| FS | Final Strategy |
| GONW | Government Office North West |
| HA | Highways Agency |
| HAMP | Highway Asset Management Plan |
| HGV | Heavy Goods Vehicle |
| HIA | Health Impact Assessment |
| HRA | Habitats Regulation Assessment |
| IA | Integrated Assessment |
| IDP | Infrastructure Development Plan |
| ITA | Integrated Transport Authority |
| ITB | Integrated Transport Block |
| ITS | Intelligent Transport Systems |
| KSI | Killed or Seriously Injured |
| LCC | Liverpool City Council |
| LCR | Liverpool City Region |
| LCR TM | Liverpool City Region Transport Model |

| | |
|-------|--|
| LDF | Local Development Framework |
| LEP | Local Enterprise Partnership |
| LGM | Lets Get Moving |
| LGV | Light Goods Vehicle |
| LJLA | Liverpool John Lennon Airport |
| LSP | Local Strategic Partnership |
| LSTF | Local Sustainable Transport Fund |
| LTP | Local Transport Plan |
| MAA | Multi Area Agreement |
| MAEI | Merseyside Atmospheric Emissions Inventory |
| MBC | Metropolitan Borough Council |
| MTP | Merseyside Transport Partnership |
| NMD | Network Management Duty |
| NWDA | North West Development Agency |
| PCT | Primary Care Trust |
| PT | Public Transport |
| PTE | Passenger Transport Executive |
| RGF | Regional Growth Fund |
| RSS | Regional Spatial Strategy |
| RTI | Real Time Information |
| SA | Sustainability Appraisal |
| SCOOT | Split Cycle Offset Optimisation Techniques |
| SEA | Strategic Environmental Assessment |
| SOA | Super Output Area |
| SPD | Supplementary Planning Document |
| SQP | Statutory Quality Partnership |
| TAMP | Transport Asset Management Plan |
| TIF | Tax Increment Financing |
| UTC | Urban Traffic Control |
| VFM | Value for Money |

| Summary | | |
|---------|---|----------------|
| Ref 1 | Third Local Transport Plan for Halton <i>Halton Borough Council</i> | April 2011 |
| Ref 2 | Challenges & Opportunities <i>Merseyside Transport Partnership</i> | March 2010 |
| Ref 3 | Draft Preferred Strategy for the Third Merseyside Local Transport Plan <i>Merseyside Transport Partnership</i> | September 2010 |
| Ref 4 | LTP3 Options Review <i>Merseyside Transport Partnership</i> | January 2011 |
| Ref 5 | Local Transport White Paper <i>Department for Transport</i> | January 2011 |
| Ref 6 | Building the Low Carbon Economy on Merseyside <i>School of Environmental Sciences, University of Liverpool</i> | February 2011 |
| Ref 7 | The Future of Urban Transport <i>Department for Transport</i> | November 2009 |
| Ref 8 | "We must abandon oil before its too late" – The Observer 13 June 2010 <i>Sir David King, former chief scientific advisor to the Government 2000-2007</i> | June 2010 |
| Ref 9 | Fair Society, Healthy Lives: A Strategic Review of Health Inequalities in England Post-2010 <i>Marmot Review Team</i> | February 2010 |
| Ref 10 | Our Cities Ourselves: 10 Principles for Transport in Urban Life <i>Institute for Transportation & Development Policy</i> | June 2010 |
| Ref 11 | Plugged-in Places <i>Department for Transport</i> | July 2009 |
| Ref 12 | Local Sustainable Transport Fund <i>Department for Transport</i> | January 2011 |
| Ref 13 | Regional Growth Fund <i>Department for Business, Innovation & Skills</i> | October 2010 |
| Ref 14 | North West Development Agency | |
| Ref 15 | Local Enterprise Partnerships <i>Department for Communities & Local Government</i> | October 2010 |
| Ref 16 | The Big Society <i>HM Government</i> | July 2010 |
| Ref 17 | Decade of Health & Wellbeing <i>Liverpool Primary Care Trust</i> | January 2011 |
| Ref 18 | Liverpool SuperPort <i>The Mersey Partnership</i> | June 2008 |

References

| Summary | | |
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| Ref 19 | Port Masterplan <i>Peel Ports</i> | Autumn 2010 |
| Ref 20 | Year of Health & Wellbeing <i>Liverpool Primary Care Trust</i> | December 2009 |
| Ref 21 | TEMpro <i>Department for Transport</i> | January 2006 |
| Ref 22 | Comprehensive Area Assessment <i>The Audit Commission</i> | April 2009 |

| Chapter Two – Our vision and goals | | |
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| Ref 23 | Health is Wealth <i>LCR Health is Wealth Commission</i> | September 2008 |
| Ref 24 | Building a Positive Future for Bristol after Peak Oil <i>The Bristol Partnership</i> | 2010 |
| Ref 25 | Updated Emission Projections 2010 – Annex F: Fossil Fuel & Retail Price Assumptions <i>Department of Energy & Climate Change</i> | June 2010 |
| Ref 26 | The Economic Impact of EU & UK Climate Change legislation on Liverpool and the Liverpool City Region <i>Regeneris Consulting/Quantum Strategy & Technology</i> | June 2009 |
| Ref 27 | EnviroLink Northwest Sector Analysis <i>EnviroLink Northwest</i> | 2010 |
| Ref 28 | Liverpool SuperPort <i>The Mersey Partnership</i> | June 2008 |
| Ref 29 | Liverpool City Region Employment & Skills Strategy and Commissioning Framework – Final Report <i>Liverpool City Region</i> | February 2010 |
| Ref 30 | Grey to Green Campaign <i>CABE</i> | November 2009 |
| Ref 31 | Portland Bicycle Plan for 2030 <i>Portland City Council</i> | February 2010 |

| Chapter Three – The national and local framework | | |
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| Ref 32 | The Coalition: our programme for government <i>HM Government</i> | May 2010 |
| Ref 33 | Delivering a Sustainable Transport Network <i>Department for Transport</i> | November 2008 |

Chapter Four – Meeting the needs of Merseyside

| | | |
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| Ref 34 | Multi Area Agreement <i>Liverpool City Region</i> | September 2009 |
| Ref 35 | Future Northwest: Our Priorities <i>4NWNWDA</i> | August 2010 |
| Ref 36 | Merseyside LTP3 Evidence Base Review <i>Mott MacDonald</i> | March 2010 |
| Ref 37 | SCHLAA Reviews (<i>Undertaken by each Merseyside local authority</i>) | |

Chapter Five – The Strategy

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| Ref 38 | Fuel Price Survey <i>Mott MacDonald</i> | March 2011 |
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Chapter Six – Managing our performance

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| Ref 39 | Merseyside Annual Progress Report 2009/10 <i>Merseyside Transport Partnership</i> | November 2010 |
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Contacts

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|  <p>Liverpool City Council</p> | <p>Transportation Regeneration Liverpool City Council Municipal Buildings, Dale Street, Liverpool, L2 2DH 0151 777 7777 transport.planning@liverpool.gov.uk</p> |
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Our Local Transport Plan can be made available in another format, by contacting our Equality & Diversity Officer (see below) to discuss your needs.

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The Merseyside Local Transport Plan (LTP) aims to give Merseyside a safer, sustainable, efficient and integrated transport network, accessible to all.

It is produced for the Merseyside Integrated Transport Authority by the Merseyside Transport Partnership of Merseytravel and the five district councils of Merseyside - Knowsley, Liverpool, Sefton, St Helens and Wirral.

TravelWise is the Partnership's campaign to help people on Merseyside make sustainable transport choices - public transport, walking, cycling and using cars wisely.

www.TransportMerseyside.org

The Merseyside Transport Partnership



Sefton Council

