

Liverpool City Region
Combined Authority
Transport Plan

Executive Summary

Facilitating
Inclusive Economy



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

METROMAYOR
LIVERPOOL CITY REGION

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Introduction

The most successful city regions have the infrastructure to move goods, services and people quickly and efficiently. Our future prosperity depends on our ability to improve our connectivity through a fully integrated, modern and inclusive transport network. But the availability of good transport connectivity remains a barrier to employment and opportunity for too many in our city region and so we are acting to address this and improve our network. We are investing £460 million in a brand-new, environmentally-friendly, train fleet for our city region. Publicly owned, it will be the most modern in the country, and will support further investment in the capacity and quality of our rail network.

We are also looking at how we can use new devolved powers to create a bus network that works for our residents and enhances the economic, social and environmental benefits of bus transport. We want more people to use the bus to support our policies on air quality, carbon reduction, congestion, inclusion and access. The role of walking and cycling for shorter journeys will complement to this, which is why we have already invested £8m in the first phase of a new 472 mile walking and cycling network. Our port-related and logistics assets mean we need to plan for the movement of goods in a way that reduces its impact on people and on the environment. And working with Transport for the North, we have secured a commitment from the Government of £100m to link the City Region to High Speed 2 and Northern Powerhouse Rail, and we will continue working to secure a new faster, Liverpool to Manchester rail line, with a new station in Liverpool. By looking at our transport infrastructure as an integrated whole we will create a system that works for everyone and contributes to the future prosperity of the whole of the Liverpool City Region.



Why transport matters

Good quality transport connectivity is the bedrock of any functioning and growing regional economy – the Liverpool City Region is no different. From the Rainhill Trials, won by George Stephenson’s ‘Rocket’ in 1829, and the construction of the world’s oldest underground rail station at Hamilton Square in Birkenhead in 1886, the opening of Queensway Tunnel in 1934, still the longest road tunnel in the UK, the recent opening of the Mersey Gateway crossing at Runcorn in 2017 and investment in a new £460m fleet of Merseyrail trains due to arrive in 2020, our region has fostered and supported innovation in transport which has supported our ambition to grow and to share the proceeds of this growth with our people.

Our city region is growing. In 2017 our economy grew by 5%, compared to a national average of 3.5%. And this growth was spread across the region, focused on key employment centres in the city centre, St Helens and the South Liverpool-Daresbury corridor.

Evidence within the city region shows that many of those with the best connectivity options – for example those within easy walking distance from our Merseyrail network – are the most affluent, and the highest skilled. But the availability of good transport connectivity remains a barrier to employment and opportunity for many. And for many others our transport infrastructure – and our transport choices – can increase exposure to pollutants, lower our air quality and impact our environment.

Our city region is also not an island in transport terms. A large proportion of the staff in our firms and public services travel to the region from Cheshire, North Wales, Greater Manchester and Lancashire. Improving our links across borders will help us tap into the talent available across our broader region, and help us to deliver the economic potential of our place. Our £14.5m investment in the Halton Curve has seen the first direct rail services from Liverpool to Wrexham for 40 years, and is indicative of our commitment to improving our interconnectedness to neighbouring regions.

Improving our transport system; making it sustainable and green, is a moral and an economic imperative. It also sends a vital signal to investors, businesses and our citizens about the place we want to be – connected internally; connected to the rest of the UK; a great place to live and to work.

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City region transport is already a jewel in the crown

Our transport network is already one to be proud of...



We are home to the most extensive intra-city heavy rail network outside London, the world's oldest underground station, well-used public ferries and tolled tunnels.

Our public transport network is affordable (e.g. £4.80 for a day's unlimited bus travel across Merseyside). This is especially the case for young people who live in the city region who can access half price bus and rail travel during an apprenticeship and discounted travel for under 19s, plus the UK's most generous discretionary travel system for over 60s (bus and rail).

Well connected – with easy road and rail links to Manchester, Leeds, Birmingham, London and North Wales, the UK's largest Western facing port, a regional airport serving national and international destination and easy access to the North's 'hub' airport in Manchester.

And active – over 400 miles of cycle lanes, and many miles of footways, already in the city region.

The Liverpool City Region Way

Delivering a transport infrastructure for the 1.6m citizens of the Liverpool City Region is at the core of our mission.

For many their primary engagement with public services – particularly those driven by the Combined Authority – will be through the transport network. Developing a transport offer which drives inclusive prosperity – access to jobs, homes and opportunities; with quality of life and health outcomes at the core of forward planning; and which is easy to use, reliable and affordable – should be central to our contract with our citizens.

Bus patronage has increased markedly under the guidance of our Bus Alliance (168% amongst young people since the introduction of the MyTicket platform), and our ongoing investment in the Merseyrail network has led to an increase in passengers of 11.4% between 2010 and 2017. Despite this, many pockets of the city region are still over-reliant on cars and taxis, and some parts of the city region have little to no access to regular bus connectivity, and sit outside the current catchment of a station on the Merseyrail network.

92%

Overall satisfaction by bus users in the Liverpool City Region – one of the highest performing areas in the country.

90%

Overall satisfaction by Merseyrail users.

97.3%

Reliability of the bus network.

5m

Number of MyTickets purchased during 2018/19.



245

Buses now Euro 6 or better, almost a quarter of the LCR fleet.

168%

Increase in bus journeys by young people.

600km



Maghull North rail station completed.

£150m

£150m invested in the remodelling of Lime Street Station, enabling new and more frequent services to Glasgow and London later this year.



£6.4m

Hydrogen Bus Project launched – the first step towards zero emissions.

Refreshed toll system with reduced waiting times, the introduction of contactless card payment and a new Mersey Tunnel and FastTag website.

£14.5m

Construction of 1.5 miles of new rail track at Halton Curve, a £14.5m project to bring the first North Wales to Liverpool rail service in over 40 years.

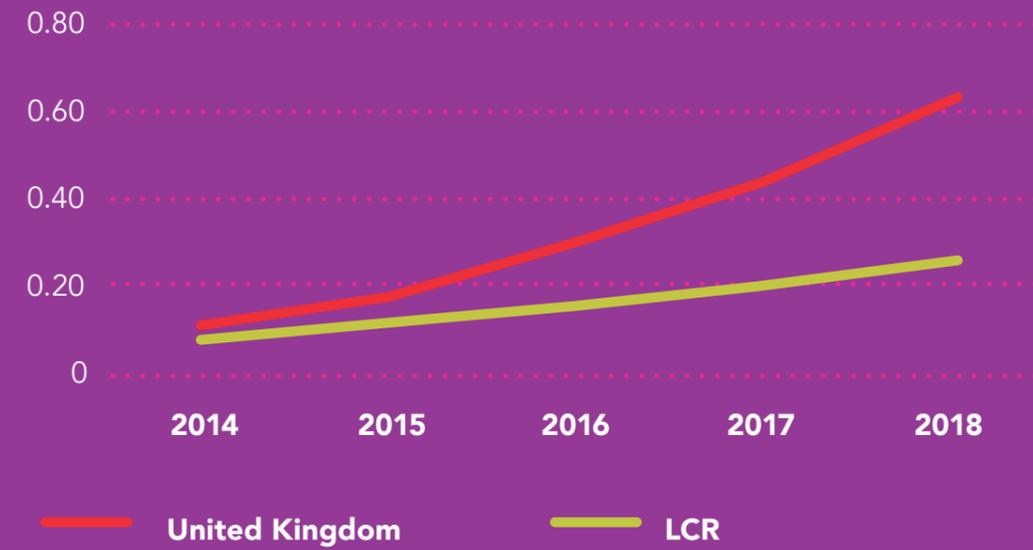
The Liverpool City Region Way

Car use and ownership

Car usage across the city region footprint is lower than the national average but following the national trend of an increasing propensity for motor vehicle to be a fall back for short journeys, 50% of journeys of less than 5km are still undertaken by car. This has a knock-on impact on our roads network; even the small number of routes within our Key Route Network require an immediate investment of £56m to bring them up to a serviceable standard, with the supporting network needing several hundred millions further to meet the needs of users.

Car ownership has followed the national trend of a move towards 'clean' propulsion, although not at the same pace, and thus not yet at a swift enough rate to have a marked impact on our aim to be a zero carbon city region by 2040 or our local air quality challenges – a matter we are keen to address through decisive and affirmative action.

Ultra low emission cars (ULEVs) as a percentage of all cars licensed



The Liverpool City Region Way

What should the transport system look like?

As a minimum our transport system MUST...



Be comprehensive, reliable and affordable...

... enough to connect people to jobs and education, and to the cultural and natural highlights of the city region.

Be integrated and easy to use...

... facilitating modal shift, using digital technology to simplify ticketing and journey planning and safe for passengers and drivers.

Support the development and growth, of new and existing communities...

... through accessibility and choice.

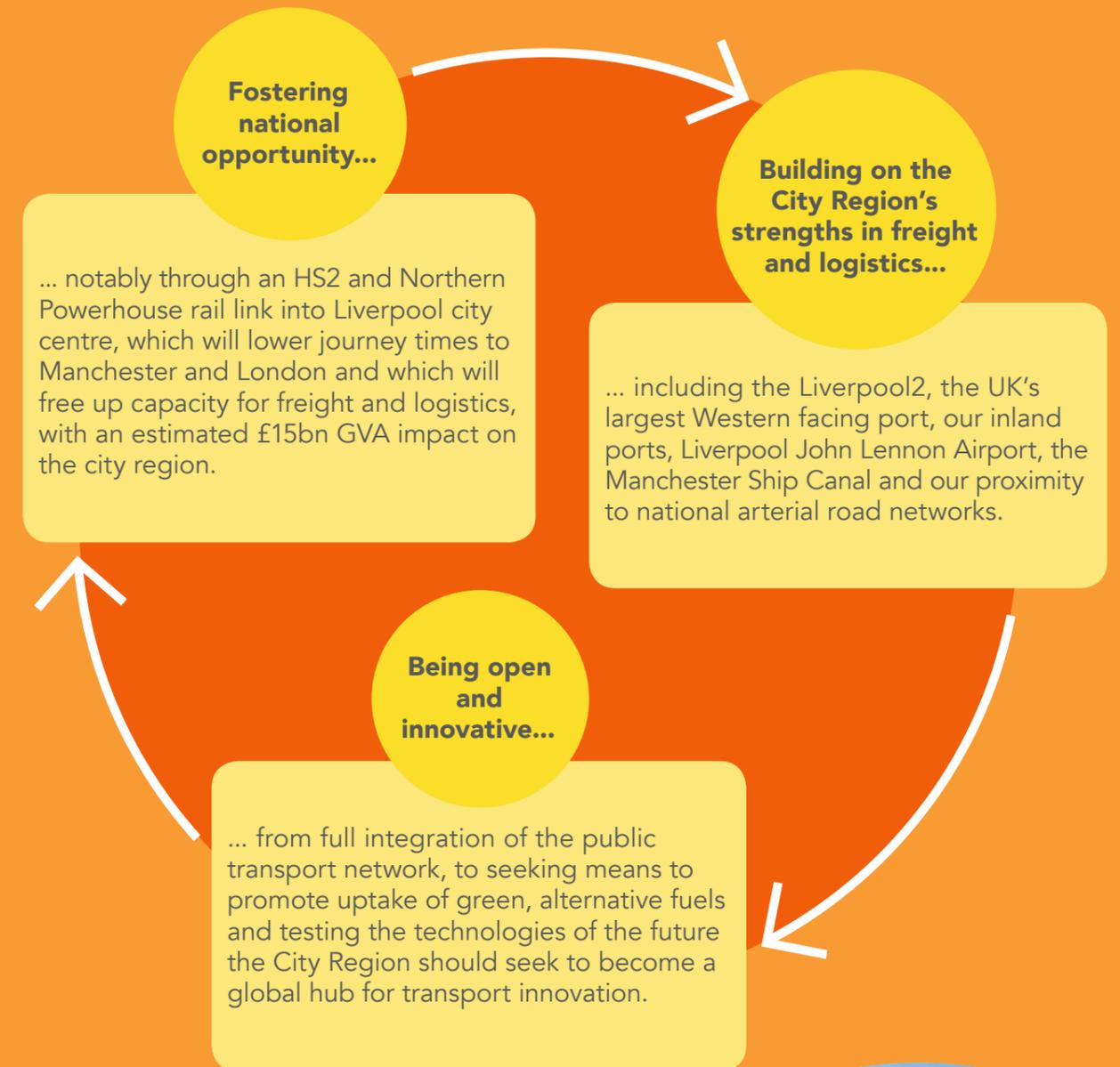
Be green, and be healthy

Car journeys are already far less prevalent in the LCR than the national average, but we should continue to offer cleaner, greener alternatives and encourage active travel; where car journeys are unavoidable we should seek to minimise their carbon footprint.

The Liverpool City Region Way

Investment and growth.

The transport system should also seek to improve investment and growth in the city region by:



We are already delivering change

Over the past five years, the Combined Authority has supported major improvements in the transport infrastructure of the City Region, by setting an achievable agenda and clear priorities, and by providing match funding through our Strategic Investment Fund.



We have also received a major devolved funding pot from Government through the Transforming Cities Fund (£172m) and are working with local authorities and strategic partners to develop a pipeline of investments for this funding which drive change and modal shift amongst our people.

Major investments in the Liverpool City Region include...



The £1.86bn Mersey Gateway delivered by HM Government and Halton Borough Council.



The £14.5m Halton Curve which has brought trains directly from Wrexham to Liverpool for the first time in over 40 years.



Major investment (£140m) in Liverpool Lime Street station – track, signalling and platform upgrades, which can now accommodate an extra three services per hour.



£450m of new rolling stock will go live in 2020, increasing capacity on Merseyrail and delivering the most modern, connected and accessible train fleet in the UK.



£60m committed to investment in cycling and walking schemes which will have a 'double positive' impact on public health by greening transport and offering opportunities for active travel across our city region.



Receipt of a £12m 'Access for All' award from DfT will improve accessibility at Merseyrail network stations for disabled and non-ambulant passengers.



Agreement of a Key Route Network by our Combined Authority, which will help target investment and remediation at important links and arterial routes for commuters and travellers.



Delivering transport innovation through support for an 'on demand' bus service, 'Arriva Click' which helps serve transport 'black spots' and is disrupting our local transport offer.



A £6.8m commitment from the Office for Low Emission Vehicles to build and deliver the UK's first 'road ready' fleet of hydrogen powered buses in 2020, and a hydrogen filling station to serve them.



£400m in Liverpool2 container port, which is now able to accommodate 95% of ships and which services major logistics hubs around the LCR, which can serve the entire UK swiftly and with lower environmental impact than hub ports in the South East, and which offers a ready-made solution to capacity issues and congestion following the UK's exit from the EU.

We have ambitious plans for the future

Our Combined Authority Transport Plan sets a blueprint to deliver a transport system which better serves our citizens.

This is a long-term vision, which will require significant investment over and above the £900m already committed to the City Region through our Strategic Investment Fund and the Transforming Cities Fund – both to maintain our existing infrastructure and to improve it.

Several of the ‘keystones’ of this vision – notably delivery of HS2, Northern Powerhouse Rail and associated station requirements, and a solution to congestion at Liverpool Central Station – are schemes of national significance and will need to be addressed in order to unlock some of our more ambitious and foresighted plans. But there is much we can deliver more locally – including station improvements, disruptive transport innovation and transport systems integration – within existing and future devolved funding envelopes.

We have ongoing commitments to:

2025

2040

Ensure the quality of our highways and public transport by:
 — Investing in, and making the case for, funding to address our highways maintenance backlog
 — Improving public realm, including bus stops and interchanges on the Merseytravel network

Ongoing

Enhance the safety of our road networks, primarily through a new Road Safety Strategy in 2020, and investment in routes ‘at risk’ of flooding and degradation.

Ongoing

Capitalise on our place as a global maritime hub through delivery of a new Cruise Liner Terminal to boost our visitor economy, and maximising opportunities for the Port of Liverpool – the UK’s largest Western facing port – to benefit from new trading relationships.

Ongoing



By 2025

our delivery priorities include:

Developing a digitally enabled smart ticketing platform, integrated with those being developed across the north, which simplifies our current offer and supports access and affordability.

Delivering a comprehensive walking and cycling network which encourages active travel.

Building on the support from the Office for Low Emission Vehicles by testing options for investment in ‘greening’ the LCR bus fleet, capitalising on our local capabilities in hydrogen production and vehicle conversion.

Developing five ‘Green Bus Routes’ which speed up journey times by providing priority access for commuters.

Commissioning a new look for the iconic Mersey Ferry – a vital commuter resource between two of the region’s main economic centres – which is green, and is sustainable.

Working with Network Rail to develop options for the future of Liverpool Central, the Merseyrail network’s busiest station. This work is a pre-requisite to considering capacity increases and potential new lines on the network.

Developing an ‘Air Quality Action Plan’ that mainstreams environmental concerns in our transport policies, and our future investment pipeline.

Using Transforming Cities Funding, commissioning options for new stations on the Merseyrail network in both underserved parts of the region and those where significant growth requires a new approach – including the Headbolt Lane area of Kirkby and the ‘Baltic Quarter’ at Liverpool City Centre’s southern edge.

Promoting rollout of the ‘Arriva Click’ pilot in new areas of the City Region, focussing on those with poorest connectivity and economic outcomes.

Using ‘smart city’ technologies, and our local strength in artificial intelligence, to map the impact of our local freight and logistics sector, and ‘last mile deliveries’, on our road networks and our environment, and using this to develop investment options to ameliorate this impact.

By 2040

we aim to deliver a network which makes sustainable travel the norm by:

Developing options for a new station terminus for the City Region through our Station Commission, led by Denise Barrett-Baxendale.

Improving rail connectivity within the City Region by developing and delivering options for new routes and stations to be served by an expanded Liverpool Central **or** new terminus station.

Building on the success of our investment in the Halton Curve by partnering with others to consider options to improve intra-regional connectivity which support broader commuting patterns – notably links between the Merseyrail Wirral Line at Bidston and the economic centres of North Wales, and more sustainable, reliable and quicker links between St Helens and neighbouring parts of Greater Manchester.

Aiming for a 'carbon neutral' bus fleet which delivers our Mayoral commitment to a zero carbon City Region, through investment in refuelling standards and infrastructure, and supporting our Bus Alliance to speed up the pace of fleet renewal.

Using our regional planning powers to support transition to zero and low carbon vehicles.

Develop a comprehensive, sustainable solution to support our freight and logistics sector, whilst minimising environmental and health impacts on our citizens – this will be a multi-modal approach across rail, road and new and developing forms of technology including cargo bikes, drones and autonomous vehicles.



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