



A New Mobility Culture for Merseyside

The third Local Transport Plan for Merseyside

Part Three Implementation plans

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

Introduction

1. The Local Transport Plan 3 (LTP) Strategy set out in Parts One and Two, looks forward to 2024, but the implementation of that Strategy will be based on a rolling programme of shorter term implementation plans. The Government has announced funding for the first two years of this period, with indicative funding for the latter two years up the end of the financial year 2014/15.
2. As has been made clear elsewhere in the LTP, these remain uncertain times, both in terms of finance and the state of the local economy. Consequently, it is prudent and essential to undertake constant review of progress and shifting priorities. Flexibility will be the key note and the Integrated Transport Authority (ITA) will need to review their position on future financial allocations, based on best evidence and the performance management regime described in Part One.
3. The Implementation Plans therefore describe what each authority plans to achieve in the first year, with indications of possible spend in the subsequent three years to the end of the 2014/15 financial year, dependent upon circumstances.
4. Where possible they also indicate any external funding, including from their own resources which they hope to bring into the programme. The programmes might also be expanded through bids into the Local Sustainable Transport Fund (LSTF), Regional Growth Fund (RGF), or other funding regimes as they become available.
3. Broadly, LTP funding is split into two main blocks:-
 - (a) The Integrated Transport Block (ITB) provides funding for small, (generally below £5m) schemes.
 - (b) The maintenance block provides funding for capital maintenance for each district.
4. Following the announcement of the funding levels for the period to 2014/15, Department for Transport (DfT) announced that funding for both blocks would be payable to the ITA. Subsequently the ITA has made the decision that maintenance funding will pass directly to the districts on the agreed formula basis.
5. For the Integrated Transport Block, the ITA has taken the decision to continue, for the time being, (but see above) to distribute the funding on the previously agreed formula of splitting the funding with 50% going to Merseytravel and the remainder going to the district councils divided on the basis of population levels.

The key actions

6. The Merseyside draft Preferred Strategy set out a number of key actions for the shorter term which the local authorities and Merseytravel were asked to examine for implementation to the end of the financial year 2014/15. On the basis of the arrangements outlined above it is up to each authority to decide the balance of emphasis on each of the suggested key actions.

7. The key actions were:-
 - Prioritise maintenance programmes.
 - Fully integrate the LTP with the Local Development Frameworks (LDFs) and Community strategies.
 - Expanding the range of public transport services by examining the role of other providers, backed up by a network of neighbourhood based information services.
 - Begin to implement the next generation of technology.
 - Work with the Freight Quality Partnership (FQP) and other parties to develop and enhance the freight and logistics network.
 - Implement the low emissions strategy and prepare a complementary strategy that seeks to reduce reliance on oil.
 - Ensure effective delivery of capital programmes.
 - Use TravelWise to increase promotion of sustainable and safe travel and behaviour change.
 - Continue to reduce road traffic accidents through control of excessive speed on the highway network.
 - Plan for the long term.
8. As the LTP has been finalised, there have been some shifts in emphasis based on changing circumstances and funding announcements, but the priorities set out in the draft Preferred Strategy in September 2010 above, remain largely the same. The final LTP priorities are set out in Table 1. As described in paragraph 2 above, they will form the basis for future programmes for the period to 2014/15 but will be subject to constant review.
9. The matrix in Table 1 shows the extent to which each authority's actions are supporting the key actions as identified in the draft LTP3 Preferred Strategy. There are strong and consistent links from the key actions into the authorities' specific actions. The number of 'hits' under the 'Efficient and Accessible Use of the Highway Network', for example, clearly illustrates their importance for all authorities. Maintenance is also shown to have strong links into the wider key actions, particularly freight and long term planning.
10. The strong links from the capital programmes into revenue activities such as TravelWise behaviour change work and the freight agenda based around the FQP is also very evident. TravelWise actions link into congestion, healthy travel and road safety, for example, whilst freight actions link strongly into the congestion agenda.

Table 1 - 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

The Implementation Plans

11. Not all authorities felt able to provide indicative four year capital programmes. This was due to the uncertainty resulting from the severe reductions in allocations compared to the LTP2 period, including uncertainty over how the allocations would be managed through the ITA following 2011/12. The capital programmes are set out in Annex 1 and are described briefly below. It should be noted that in their draft programmes all authorities plan to spend their full allocations of ITB and maintenance funding as appropriate.
12. Table 2 presents a summary of the districts and Merseytravel's capital programmes for 2011/12. Overall road safety accounts for just less than 30% of the district's capital programmes, followed by active travel, walking and cycling, at 26%. The efficient use of the highway network comes next accounting for about 20% of the total. As expected 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.

Table 2 - The 2011/12 Capital Programme

Allocations	Knowsley £ 000s	Liverpool £ 000s	St Helens £ 000s	Sefton £ 000s	Wirral £ 000s	Merseytravel £ 000s
Priorities						
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 ITB allocation – 672, maintenance – 1,647)

13. **Merseytravel**

- (a) A key focus for Merseytravel across Merseyside will be the development of new technologies, Real Time Information and Smart Ticketing. This element will support the general promotion of public transport 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.
- (b) Another focus will be on Statutory Quality Partnerships (SQPs) on a number of corridors across Merseyside. These will support a range of LTP priorities, including linking into the individual authority TravelWise behaviour change programmes and will also be a key element in support of any infrastructure improvements.
- (c) In terms of specific areas and schemes improvements to Central Station, a new Pier Head Landing Stage and improved public transport access to Liverpool City Centre will also be taken forward.
- (d) The four year programme includes external funding which is expected to be made up of European Regional Development Fund (ERDF), DfT grant and other funding.

14. **Sefton**

- (a) Sefton's proposed capital programme is for the full four year period to 2014/15. The maintenance of existing assets is viewed as supporting a wide range of LTP3 priorities as is promoting healthy lifestyles especially through walking and cycling and access to the countryside. More specifically in terms of actions in a particular area of the Borough the A565 Route Management Strategy supports the widest range of priorities of any programme.
- (b) The largest allocations over four years are to road safety and, under Healthy Lifestyles, walking and cycling, amounting to 29% and 22% respectively of the four year capital programme. The programme also contains a contribution of £400,000 for traffic management in support of the Thornton to Switch Island major scheme for which Sefton has gained approval and funding.
- (c) The approach to maintenance across the Borough will be set out in the Transport Asset Management Plan to be published later in 2011.
- (d) No specific external contributions to the capital programme have been identified but revenue support from the Primary Care Trust (PCT) is expected over the next two years towards the healthy lifestyle agenda. Revenue based contributions are also expected from other sources such as Cyclists Tourists Club (CTC) and Sport England.

15. Wirral

- (a) Wirral's draft capital programme is for 2011/12 only. Apart from maintenance the key Wirral priorities are improving safety (including Local safety Schemes and Safer Routes to Schools) (SRTS), promoting active travel, better management of traffic to support both the economy and the environment and promoting accessibility to jobs and services.
- (b) Improving road safety and active travel each account for just over 30% of the ITB funding from 2011/12. In addition to this allocation, the Council has approved £600,000 from its 2011/12 capital programme for road safety measures and approved £550,000 revenue funding to extend 20 mph zones around schools. An additional £550,000 revenue funding is anticipated over 2012/13 and 2013/14 to continue work outside schools.
- (c) It should also be noted that, in recognition of the localism agenda, the ITB programme for 2011/12 includes a total of £220,000 allocated to the 11 Area Forums in Wirral to choose what transport measures they want to prioritise in their area. External funding is being sought from Sustrans for facilities to support cycling and walking and this could amount to up to £400,000.
- (d) In recognition of the Council's commitment to improving the condition of the Borough's highway assets, an additional £1m capital funding has been approved, in addition to the LTP maintenance settlement, to improve Wirral's primary and residential roads during 2011/12. In addition, a total of £1m revenue funding has been approved to improve footways and non-principal roads.

16. St Helens

- (a) St Helen's draft programme is for 2011/12 only. The key St Helens priorities from the ITB are road safety and walking and cycling and there is also significant funding allocated to the efficient use of the highway network. Road safety accounts for 43% of the total ITB allocation for 2011/12 and active travel for about 30%.
- (b) St Helens has identified a number of minor junction improvements in support of regeneration. No funding is allocated for 2011/12 but the Council hopes to take the schemes forward before the end of the four period to 2014/15.
- (c) External funding will be used to support the programme where possible, for example from Sustrans.

17. **Liverpool**

- (a) Liverpool's draft programme is for the two years 2011/12 and 2012/13. The funding from the ITB will support a wide range of activities including supporting bus corridors, road safety (including 20 mph zones) walking and cycling measures, Intelligent Transport Schemes and support for both major and minor highway improvements.
- (b) For 2011/12 the efficient use of the highway network accounts for about a third of the total ITB programme. This is followed by Road Safety at 24% and active travel at about 20%. Specific support for bus movement accounts for 12% of the programme.
- (c) The programme for 2011/12 includes considerable external funding, for the City Centre Movement Strategy (CCMS) and the Edge Lane West and Hall Lane major schemes.

18. **Knowsley**

- (a) Knowsley Council's draft capital programme is provided for the four year period to 2014/15 and includes an element of over-programming for both the ITB and maintenance. For 2011/12 the main ITB headings are support for public transport and efficient use of the highway network, which account for about 28% of the total ITB budget. Active travel comes next at just under 20% followed by road safety at about 16% of the budget.
- (b) Knowsley's final transport capital programme is likely to be augmented by additional capital from external sources, for example through section 106 and 278 agreements and through partnership work and bid funding applications to external organisations such as Sustrans and the DfT.

Revisions to future short term priorities arising from the final Strategy

19. The priorities below will inform capital programmes from 2012/13:-

- **Prioritise maintenance programmes.** This will meet the priorities of the Liverpool City Region 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.
- **Expand the range of public transport services including examining the role of other providers.** This will see the introduction of SQPs on key bus corridors. It will also have a direct impact in disadvantaged areas, creating greater opportunities to travel, access employment and foster wellbeing.
- **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.
- **Work with the Freight Quality Partnership 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 and promote the use of rail and make a major contribution to reducing carbon outputs
- **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.
- **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 Liverpool City Region low carbon economy.
- **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.
- **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.



Annex 1

Local authority capital programmes

Annex 1

Proposed 4 year LTP outline implementation capital programme for Merseytravel

Merseytravel Priorities	2011/12 £000s	2012/13 £000s	2013/14 £000s	2014/15 £000s	Total £000s
Delivery of SQPs Corridors across Merseyside	463	2,000	1,500	2,200	6,163
Liverpool Central Station	3,674	1,890	100	0	5,664
Development of New Technologies	3,464	2,000	1,500	2,200	9,164
Pier Head Landing Stage	3,214	128	0	0	3,342
Improve Access For Public Transport into Liverpool City Centre	650	1,750	1,000	2,000	5,400
Targeted Access and Infrastructure at Key Stations	1,900	1,500	2,000	2,200	7,600
Total	13,365	9,268	6,100	8,600	37,333
External Funding	6,345	3,321	0	0	0
IT Block (based on 50%)	5,745	6,127	6,127*	8,617*	

*based on indicative figures only

Proposed 4 year LTP outline implementation capital programme for Knowsley

Knowsley Priorities	2011/12 £000s	2012/13 £000s	2013/14 £000s	2014/15 £000s	Total £000s
<i>Maintenance</i>					
Reconstruction	1,405	1,160	475	1,425	4,465
Resurface	330	700	1,270	200	2,470
Design Fees	25	25	25	25	100
Miscellaneous	175	80	100	0	355
Sub Total	1,935	1,965	1,870	1,650	7,390
<i>Integrated Transport Block</i>					
Road Safety	131	151.5	139.8	195	617.3
Supporting Public Transport Scheme	233	189	137.2	150	709.2
Moving people and goods	230	92.5	209.5	245	777
Clean, Low emission transport system	27	150	141.5	7	325.5
Equality of Opportunity Scheme	154	60	45	325	584
Miscellaneous	56	546	46	46	694
Sub Total	831	1189	719	968	3,707
Total	2,766	3,154	2,589	2,618	1,1097
Approximate External Funding (additional to total and based on previous performance)	300	300	300	300	

Proposed 4 year LTP outline implementation capital programme for Liverpool

Liverpool Priorities	2011/12 £000s	2012/13 £000s	2013/14 £000s	2014/15 £000s	Total £000s
<i>Maintenance</i>					
Bridge Assessment	50	50			100
Bridge Inspections and Minor Works	200	180			380
Principal Road Condition	2,100	2,091			4,191
Non-principal - classified	295	300			595
Drainage Works to support EA Works	180				180
Street Lighting	1,000	950			1,950
Sub Total	3,825	3,571	3,271	3,083	13,750
<i>Integrated Transport Block</i>					
Support for Liverpool Waters		224			224
North Liverpool support for LSTF		900			900
Support for Bus Corridors	250	300			550
Hill street Puffin	37				37
20mph Zones	250	250			500
Road Safety Measures	300				300
Electric Vehicle Charging Points	150				150
Studies	20				20
LCC Traffic Model	50	50			100
City Centre Cycle Hire	120	100			220
City Centre Car Club	20	20			40
SRTS	40	80			120
Everton Football Quarter	117				117
Cruise Turnaround Facility	350	80			430
Travel Planning SPD	50	20			70
Cycle Audits	25				25
Cycle Measures	80	120			200
Walking Audits	25				25
Walking Measures	80	100			180
Public Rights of Way	10	20			30
Taxi Quality Partnership	20				20
Utility Permit Scheme	100				100
Roadwork Co-ordination/Information Website (GIS)	100	80			180
Local Traffic Management - Minor Works	81	80			161
Congestion Funding (carry-over)	397				397
Sub Total	2,672	2,424	2,424	3,408	10,928
Total	6,897	5,995	5,695	6,491	25,075
CCMS	2,621.2				2,621.2
Major Routes - Edge Lane & Hall Lane	10,212.2				10,212.2

Annex 1

Proposed 4 year LTP outline implementation capital programme for Sefton

Sefton Priorities	2011/12 £000s	2012/13 £000s	2013/14 £000s	2014/15 £000s	Total £000s
<i>Maintenance</i>					
Urban Traffic Control	40	40	39	35	154
Highways	1,516	1,557	1,474	1,333	5,880
Highway Structures and Bridges	593	608	576	521	2,298
Street Lighting	110	111	106	96	423
Drainage	165	170	160	145	640
Asset Management	50	50			100
Sub Total	2,474	2,536	2,355	2,130	9,495
<i>Integrated Transport Block</i>					
Thornton to Switch Island Link (traffic management measures only)	0	0	200	200	0
Road Safety	362	280	230	440	1,662
Traffic Management and Parking	46	100	100	200	446
Accessibility	120	60	70	120	420
Healthy Lifestyles	240	200	240	300	980
A565 Route Management Strategy	100	300	100	100	600
Strategic Planning	109	107	107	112	435
Sub Total	977	1,047	1,047	1,472	4,543
Total	3,451	3,583	3,402	3,602	14,038

Proposed 4 year LTP outline implementation capital programme for Wirral

Wirral Priorities	2011/12 £000s	2012/13 £000s	2013/14 £000s	2014/15 £000s	Total £000s
<i>Maintenance</i>					
Roads and Footways	1,500				
Bridges	1,395				
Street Lighting	200				
Sub Total	3,095	2,958	2,864	2,699	11,616
<i>Integrated Transport Block</i>					
Improving Road Safety	365				
Promoting Active Travel & Health	355				
Improving Economy & Accessibility	65				
Reducing Congestion & Carbon Emissions	100				
Transportation	270				
Sub Total	1,155	1,233	1,233	1,733	5,354
Total	4,250	4,191	4,097	4,432	16,970

Proposed 4 year LTP outline implementation capital programme for St Helens

St Helens Priorities	2011/12 £000s	2012/13 £000s	2013/14 £000s	2014/15 £000s	Total £000s
Maintenance					
Structural Carriage Maintenance	1,670				
Street Lighting	100				
Bridge Maintenance and Strengthening	250				
Sub Total	2,020				
Integrated Transport Block					
Supporting Regeneration					
A49/Penny Lane Junction Improvement	0				
A570/Duke Street Improvements	0				
Hall Street/Standish Street Junction	0				
	0				
Active Travel (Increasing walking & cycling)					
Walking (Pedestrian Measures)	100				
Cycling	100				
	200				
Safety and Security					
Accident Investigation & Prevention (AIP)	100				
Environmental Traffic Management and Access	0				
Traffic Calming and Home Zones	80				
Safer Routes to Schools	75				
Local Centre Improvements	30				
	285				
Efficient Use of the Highway Network					
Traffic Management and Signing	60				
Urban Traffic Control	60				
Traffic Studies/Advance Design	31				
	151				
Reduce Congestion					
A58 Corridor - Integrated Corridor Management Strategy	30				
	30				
Sub Total	666				
Total	2,686				



Further Information

Acronyms

AIP	Accident Investigation & Prevention
CCMS	City Centre Movement Strategy
CTC	Cyclists Tourists Club
DfT	Department for Transport
ERDF	European Regional Development Funding
FQP	Freight Quality Partnership
ITA	Integrated Transport Authority
ITB	Integrated Transport Block
ITS	Intelligent Transport Systems
LCC	Liverpool City Council
LDF	Local Development Framework
LSTF	Local Sustainable Transport Fund
LTP	Local Transport Plan
PCT	Primary Care Trust
RGF	Regional Growth Fund
SPD	Supplementary Planning Document
SQP	Statutory Quality Partnership
SRTS	Safer Routes to Schools

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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

