
Liverpool City Region
Combined Authority

A Transport Plan for Growth



LIVERPOOL
CITY REGION

Contents

A Transport Plan for Growth

Foreword	4	
Chapter one	Introduction	5
	Local Transport Plans	5
	The Liverpool City Region Combined Authority	5
	A Transport Plan for Growth	6
Chapter two	Strategic Direction	7
	Our Approach	8
Chapter three	National Policy Context	10
	Devolution Agenda	10
	An Engine for Growth	10
	Transport for the North	11
	Transport and the UK Economy	12
	A Transport Plan for Growth	12
Chapter four	Local Strategic Context	13
	Liverpool City Region Combined Authority	13
	Liverpool City Region Growth Plan	15
	The City Region's Transport Priorities	15
	Wider Strategic Priorities	16
	Working with our Partners and Stakeholders	16
Chapter five	Our Policy Context	25
Chapter six	Delivering Our Ambition	28
	Major Schemes	28
	Local Transport Schemes	29
	Delivering Clear Outcomes	31
	Funding our Ambition	32
	The Delivery Programme 2015 - 2021	33
	Monitoring and Evaluation	35
Conclusion		40
References		42

Foreword

Transport impacts on every aspect of all of our lives.

Transport supports our society. We have an ambition to improve the social, environmental and economic wellbeing of the Liverpool City Region by delivering a world-class transport network. We aim to achieve this by working with our partners in other areas including economic development, housing, planning, employment & skills, the visitor economy and all other sectors which contribute towards a thriving City Region.

We value our relationships with all of our partners, including the transport operators without whom our network would not function. The move to a Combined Authority model in 2014 places the responsibility for strategic decision making for transport, economic development and skills onto a new body

made up of the six local authority leaders and the Chairman of the Local Enterprise Partnership. Bringing these separate but related strands of policy under one roof means that we can better plan for the future and encourage different areas of activity to be linked. **A Transport Plan for Growth** highlights the complementarity of the Merseyside and Halton Local Transport Plans, and also demonstrates how our key priorities for transport relate to other strategically important areas of policy including economic development, employment, housing, air quality and health.

The structures necessary to ensure we are a fully joined up City Region are still evolving, and **A Transport Plan for Growth** sets the context to ensure that as they do, transport will be at the forefront of developments to secure a better future for our City Region.



Phil Davies

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David Brown

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Liam Robinson

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Key

- Sefton
- Wirral
- Liverpool
- Knowsley
- St Helens
- Halton

Chapter one

Introduction

Transport is essential to the economy. Some of the most successful countries and cities are underpinned by an excellent sustainable transport infrastructure.

Nationally, transport features prominently in most policy areas and clearly plays a vital role in rebalancing the economy. Transport is an essential component of the Liverpool City Region's objectives for economic growth, skills, health, housing and regeneration as part of our continuing transition to a dynamic and growing low carbon economy. The transport network supports the economic growth of the City Region by providing the necessary conditions for inward investment and business relocation through improved connectivity to local and national destinations. Crucially, the transport network also supports the movement of goods and people, enabling them to access work, training, shopping and leisure opportunities and to be economically, socially and physically active. It supports the growing visitor economy, access to education and employment and local communities. Increased use of public transport helps to reduce greenhouse gases and improves health and wellbeing by encouraging more active lifestyles.

A Transport Plan for Growth provides a single strategic framework and delivery plan for transport in the Liverpool City Region. It explains why transport matters.

Local Transport Plans

Under Section 108 of the Transport Act 2000, all transport authorities are required to produce a Local Transport Plan (LTP) in which they set out their objectives and plans for transport development. Typically, they contain policies, strategy and implementation plans which can be reviewed independently of each other.

The Merseyside¹ and Halton² LTPs were published in 2011 and run to 2024 and 2026 respectively. They provide the statutory framework under which policies and plans are taken forward in each local authority area to guide the future provision of transport. Their publication marked the end of a sustained period of evidence gathering and consultation, which determined where and how transport investment could best be targeted to enable the Liverpool City Region to meet its goals and aspirations.

The Liverpool City Region Combined Authority

In April 2014, Merseyside and Halton came together to formally establish the Liverpool City Region. The Combined Authority was established to strategically lead work on transport, economic development, housing, employment and skills in the City Region to, in turn, support sustainable economic growth. It enables the City Region to speak with one voice in a democratically accountable structure which can attract funding and devolved powers from Government. Transport is a key focus of the Combined Authority, in recognition of the central role it plays in helping to grow the economy and in enabling and encouraging regeneration.



The Combined Authority is responsible for transport policy and strategy, and agreeing the City Region's Transport Agenda. It now has statutory responsibility for Local Transport Plans, and as such has 'adopted' the Merseyside and Halton LTPs as the policy position.

A Transport Plan for Growth

Recognising that policy direction is set by our LTPs, **A Transport Plan for Growth** guides a **single strategic investment framework to support the long-term LTPs**.

Our approach is to articulate the City Region's strategic direction for transport to both those within the transport sector and wider partners in health, education, business and industry, and how this direction has shaped our priorities for transport. Much has changed since the LTPs were written and so **A Transport Plan for Growth** more closely aligns our LTPs with the current Government's high-level economic policy drivers of localism, devolution of power and, above all, growth.

It supports a platform from which joint working on shared priorities and delivery arrangements can be built. Moving forward this will help to achieve greater impact and aggregate benefits from overall investment in the City Region, but will mean a new approach to delivering a globally connected transport network.

This will require the Combined Authority to look at new ways of working to deliver transport services and improvements to the highway network. Resourcing **A Transport Plan for Growth** will also be integral to the wider review of how the ambitions of the Combined Authority are delivered.

Chapter two

Strategic Direction

Transport as an enabler of growth is not a new concept.

“The Eddington Transport Study”³ published in 2006 found that transport impacts on the productivity of the economy in a number of different ways and contributes to social and environmental goals which ultimately impacts upon Gross Domestic Product (GDP) and welfare.

A Transport Plan for Growth builds on the vision and aims set out in the Merseyside and Halton LTPs. Both support the White Paper

“Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen”⁴ published in 2011, which sets out the Government’s commitment to providing a transport system that supports economic growth whilst also addressing air quality and carbon reduction.

This is reflected in the respective vision statements of the two LTPs as shown in Figure 1, which feed collectively into the strategic direction of **A Transport Plan for Growth**.

Figure 1 – Consolidating the vision



Our Approach

Our approach is to articulate the City Region's strategic direction for transport to both those within the transport industry and wider partners in health, housing, land-use planning, education, and economic development, and to explain how this vision has shaped our priorities for transport. We then consider how these priorities fit with the wider strategic context and governance arrangements in the City Region. This approach is illustrated in Figure 2.

Chapter 3 examines the national policy context, considers how the landscape has changed since 2011, when our LTPs were first published, and sets out how **A Transport Plan for Growth** must be positioned to accommodate and align with these changes.

Against this backdrop, we define our priorities as Growth, Low Carbon and Access to Opportunity:

- ‘**Growth**’ reflects our plans and aspiration for economic growth in the City Region
- ‘**Low Carbon**’ describes our desire to see a clean, low emission and sustainable transport network
- ‘**Access to Opportunity**’ refers to our work in supporting those who wish to access training, education and further learning and employment opportunities.

Given the significant changes to the strategic context of the LTPs as a result of the formation of the Combined Authority, **A Transport Plan for Growth** is clearly aligned with the Liverpool City Region Growth Plan⁵ and other emerging strategic plans which guide the Liverpool City Region. It is also integral to, and supportive of, the City Region-wide work being undertaken in terms of housing and planning; employment and skills; economic development; and the visitor economy.

A Transport Plan for Growth aligns our transport priorities with these wider strategic priorities, facilitating effective cross-sector collaboration and shared investment. This is covered in more detail in Chapter 4.

Chapter 5 looks at how these priorities fit with the policies and interventions in our LTPs. Chapter 6 considers how all this comes together to help us shape our delivery programme to enable us to deliver our ambition.

Figure 2 – A Transport Plan for Growth



Chapter three

National Policy Context

Since the change in government in 2010, the way in which transport is funded has changed and A Transport Plan for Growth reflects that change.

Devolution Agenda

At the time of the production of the Merseyside and Halton LTPs, major transport schemes were traditionally approved and funded individually under a centralised bidding process. In 2012, the Government instigated a process of devolving major scheme funding, with the primary decision making bodies on the use of the devolved funding being newly created Local Transport Bodies. These were voluntary partnerships between local transport authorities and Local Enterprise Partnerships⁶ (LEPs). In most cases, including in the Liverpool City Region, these bodies have since been superseded by Combined Authorities⁷.

In March 2013, the Government announced the Local Growth Fund, in response to Lord Heseltine's report "No Stone Unturned"⁸. Its aim was to bring together a number of funding streams into one single fund, to be allocated as part of the Growth Deal process⁹.

Local Enterprise Partnerships are now able to seek freedoms, flexibilities and influence over resources from Government, and a share of the fund to target their identified growth priorities. In return, Government expects evidence of real commitment from Local Enterprise Partnerships to the growth agenda, including the development of ambitious, multi-year Strategic Economic Plans.

The devolution agenda, which has cross-party support, continues to evolve at a rapid pace nationally, and several City Regions are negotiating devolution deals with government.

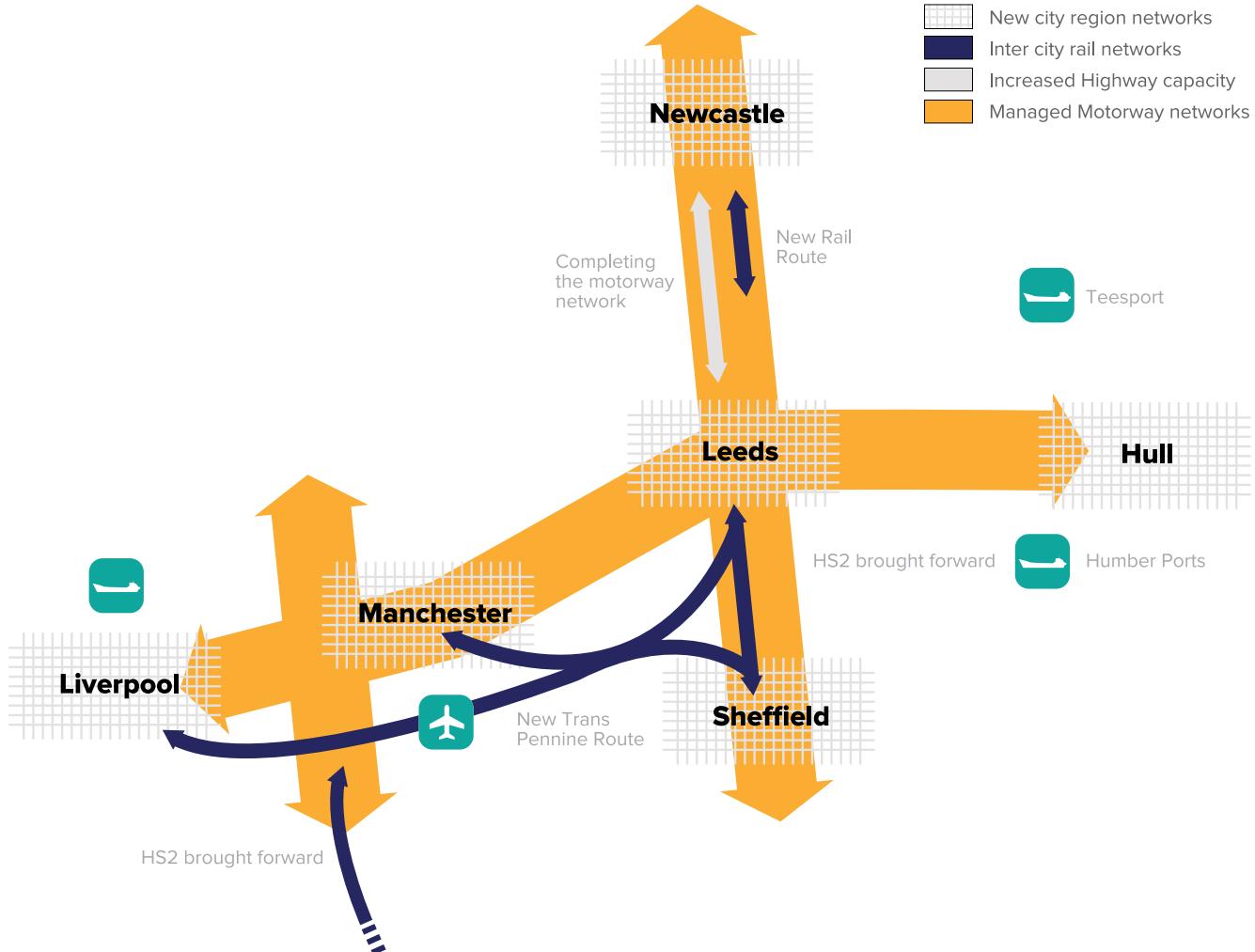
To this end, the Liverpool City Region will identify the additional powers, freedoms and resources that it needs to deliver **A Transport Plan for Growth**.

An Engine for Growth

The Government is committed to the creation of a high-speed rail network. In January 2012, the construction of Phase 1 of HS2 between London and Birmingham was approved. Since then, the debate over HS2 has grown in importance, bringing with it aspirations for significant additional improvements to connectivity, exemplified by the Chancellor's 'Northern Powerhouse' speech¹⁰ in June 2014. In this speech, the Chancellor made a commitment to consider a new east-west high speed rail connection with associated new tunnels and infrastructure; in effect a third high speed railway for Britain.

This kind of political aspiration and intent brings change and opportunity. The City Regions across the north of England thus came together as 'One North'. Their report, "One North: A Proposition for an Interconnected North"¹¹ was formulated in response to the challenge set out by HS2 Chief Executive Sir David Higgins in his original report, "HS2 Plus"¹² and the Chancellor's 'Northern Powerhouse' speech. This programme seeks to maximise economic growth across the North, boosting transport links and helping to rebalance the national economy. To realise this will mean that the City Region must continue to work in a cohesive manner alongside neighbouring authorities. "One North: The Proposition", which proposes a new rail line linking the key cities of the North, as well as improvements to the strategic roads network, ports and freight terminal and City Region commuter networks, was launched in July 2014 by the Chancellor of the Exchequer.

Figure 3 – The One North proposals



In his second report, “Rebalancing Britain: From HS2 towards a national transport strategy”,¹³ Sir David Higgins sets out his vision for the High Speed Two project. He outlines a more equitable way ahead – one that encourages City Regions to realise their potential, and sees transport as a key driver for the knowledge economy.

Transport for the North

“Rebalancing Britain” was published as the One North authorities were producing their own more detailed programme of schemes along with high level costs and impacts for the North. Sir David Higgins’ report called for a formal body to be established, to produce a Transport Strategy for the North by March 2016. As a result, Transport for the North, an alliance of the North’s key authorities and agencies was established in October 2014. It is led by the city regions that make up One North: Liverpool, Greater Manchester, Leeds, Sheffield and Newcastle, together with Hull

and the Humber, working in collaboration with other northern authorities, the Department for Transport, Highways Agency, Network Rail, and HS2 Ltd. As well as examining east-west rail links to better connect the north, the body will look at everything from roads, ports and airports to digital connectivity. The One North work will form the basis of, and become a key input to, the development of the strategy.

The Liverpool City Region is playing a key leadership role in this groundbreaking development and is responsible for leading the freight work stream as well as contributing to all elements of the overall strategy. An interim report is expected by March 2015, which will inform announcements in the Budget and set out the scope of work to be carried out in completing the final report.

Transport and the UK Economy

The White Paper, “Local Growth: Realising Every Place’s Potential”¹⁴, published in October 2010, outlines the Government’s approach to local growth in terms of shifting power away from central government to local communities, citizens and independent providers. This involves recognition that, where the drivers of growth are local, decisions should be made locally. The Government has committed to:

- Shift power to local communities and business, helping places to tailor their approach to local circumstances;
- Promote efficient and dynamic markets, in particular in the supply of land, and provide real and significant incentives for places that go for growth; and
- Support investment in places and people to tackle the barriers to growth.

It recognises that transport plays a crucial role in supporting economic development and creating the opportunities for growth, be that through access to employment or essential services, such as hospitals and schools, or national and international connectivity, driving growth opportunities across different sectors and in different places.

This approach is echoed in initiatives such as Northern Futures, which is considering ways of creating an economic hub in the north of the country; a connected economic environment that will result in better connectivity for people, skills, goods and services. This requires both physical connections (transport and infrastructure) and virtual/digital connectivity.

A Transport Plan for Growth

The White Paper “Creating Growth, Cutting Carbon”⁴ set out the Government’s vision for a sustainable local transport system that supports the economy and reduces carbon emissions. This is a core component of our LTPs.

The Government has now empowered local authorities such as the Combined Authority to deliver sustainable growth. This positions transport policy firmly in the growth arena, and this is why **A Transport Plan for Growth** is fundamental to the regeneration of the Liverpool City Region. It provides a platform for building on our successful programme of transport schemes and initiatives across the whole network. It ensures that our LTPs remain relevant and up-to-date, focusing on the national agenda for growth, whilst facilitating a joint commitment among partners to align resources in an effective and efficient way.

Chapter four

Local Strategic Context

This Chapter considers the current local strategic context for transport for the Liverpool City Region in 2014/15 and beyond. It describes the responsibilities and new arrangements for transport policy, and how our transport priorities closely link and relate to the full range of strategic priorities for the City Region.

Liverpool City Region Combined Authority

The creation of the Liverpool City Region Combined Authority saw the transfer of local transport authority powers from Merseyside Integrated Transport Authority (which is now abolished) and Halton Council. With the transfer came responsibility for the Merseyside and Halton LTPs, the devolved major scheme funding allocations, transport policy and strategy and agreeing the City Region's transport agenda. The legacy of co-ordination and partnership working in delivering successive LTPs has seen transport quickly become the most developed and structured of the Combined Authority's thematic functions, making the transport sector well-placed to deliver and lead progress.

All core Department for Transport (DfT) funds, such as the Integrated Transport Block and Highways Maintenance, are now held by the Combined Authority, to be allocated to the priorities set out within the LTPs. This provides a strong base from which to align capital investment across the City Region. It also simplifies the various funding sources previously held by different authorities and organisations, including the Growth Fund monies.

The Combined Authority has also become the levying body for transport revenue spending, in place of the former Integrated Transport Authority. A differential levy across the City Region has been agreed, recognising the different costs associated with transport provision between Merseyside and Halton and the need for a City Region-wide levy to be phased in over coming years.

The Combined Authority is now also responsible for setting the Mersey Tunnels' tolls, and for managing its revenues in line with provisions set out within the Mersey Tunnels Act 2004. The Combined Authority has delegated the management of the Mersey Tunnels to Merseytravel, through a grant payment to cover operational costs and maintenance, which allows any surplus funds after deducting this grant from toll income to be used for measures that support **A Transport Plan for Growth**.

At a practical level, the Combined Authority is supported by Merseytravel, who acts as the accountable body and is responsible for managing funds on its behalf.

The creation of the Combined Authority has simplified transport governance, both operationally and contractually. It amalgamates the transport planning powers previously assigned to a range of authorities. The Combined Authority is now the statutory body that sets the strategic transport agenda, allocates funding, and makes the links to other policy areas.

The move towards this new model of governance requires a staged approach in the transition from the current arrangements to a position whereby the Combined Authority will exercise its full range of duties and responsibilities. A protocol has been agreed to map out this process.

This diagram shows the governance structure for the Combined Authority, which also shows how transport, economic development, housing, employment and skills fit together and support each other.

Figure 4 – The Combined Authority



Liverpool City Region Growth Plan

The Liverpool City Region Growth Plan provides the strategic framework for interventions to drive new job creation and growth in the City Region. The Growth Plan articulates the ambitions of the City Region in terms of stimulating job creation as well as providing the rationale for intervention, with particular emphasis placed on enabling private sector investment and growth.

The Growth Plan adopts a twin-track approach by prioritising investment against the Liverpool City Region's comparative strengths and competitive advantages, targeted to drive economic growth, whilst creating an environment that supports sustainable growth. Based on evidence and in the context of the City Region's considerable asset base, it identifies five transformational strategic projects:

- Liverpool City Centre as a global brand, visitor and business destination, a centre for commercial and business growth and a location for a growing cluster of knowledge assets
- The Liverpool City Region Freight and Logistics Hub that builds on our natural assets and the changing nature of the international and national logistics industry
- LCR²Energy which will facilitate the transition of the City Region's energy requirements to a more low carbon supply
- Access to the Port of Liverpool
- A City Region Capital Investment Fund, to act as an intermediary mechanism between the Local Growth Fund nationally and investments at the local level

These are the primary projects, on an appropriately sequenced and costed basis, for which the City Region sought funding

through the Local Growth Fund and which will contribute directly to the delivery of the long-term Growth Plan. Further details about the Growth Deal can be found in Chapter 6.

The City Region's Transport Priorities

The aims and objectives of **A Transport Plan for Growth** and the Growth Plan align closely: the former to define transport policy, strategy and priorities and the latter to act as a wide-ranging economic plan which embraces transport in the context of the wider Growth Deal. However, **A Transport Plan for Growth** underpins the two LTPs and leads the strategic direction for transport, and is therefore not wholly governed by the twin-track objectives of the Growth Plan.

Our transport priorities, as illustrated in Figure 2, are:

- '**Growth**' – supporting economic growth in the City Region, through increasing employment, levels of productivity and investment
- '**Low Carbon**' – we want to live and work in a City Region that draws its energy from a range of sustainable energy sources, where travel is in vehicles powered by alternatives to fossil fuels, and with increased active travel opportunities
- '**Access to Opportunity**' – supporting those who wish to access employment, training, education and further learning opportunities, and the wider work in supporting the whole City Region in access to fresh food, leisure and healthcare

Schemes and projects are robustly assessed using an agreed prioritisation methodology to ensure the best possible benefit/cost ratio for the City Region. We explain more about how these relate to our LTPs in Chapter 5.

Wider Strategic Priorities

One of the primary aims of **A Transport Plan for Growth** is to consider transport in a wider context. Transport plays a key role in achieving strong and sustainable economic growth by connecting people and businesses to opportunities, reducing congestion and increasing economic productivity. In Metropolitan areas alone, bus networks are estimated to generate over £2.5bn¹⁵ in economic benefits against public funding of £0.5bn a year.

To understand the role transport plays within a growing economy, it is critical to understand how transport supports the objectives of other key sectors which contribute to the overall success of the City Region. This is achieved by working with the Local Enterprise Partnership to link our transport priorities with the wider strategic priorities of the other relevant key sectors:

- Freight and Logistics
- Housing and Land-use Planning
- Economic Development and Regeneration
- Employment and Skills
- Health and Wellbeing
- Carbon Reduction and Air Quality
- Connecting Communities
- Visitor Economy

These wider strategic priorities cut across each of the Transport Priorities. Chapter 5 looks at how these can be cross-referenced and mapped across the actions and interventions we set out in our LTPs.

Working with our partners and stakeholders

Building on a track record of shared delivery, we will be more effective and efficient by working with our partners and stakeholders, and this joint working will ensure we maximise our potential, since transport is, fundamentally,

an enabler and connector. A core aim of **A Transport Plan for Growth** is to better align transport priorities with the wider strategic priorities, with the aim of facilitating more effective cross-sector collaboration, shared investment and value for money. Transport has links with, and directly or indirectly impacts on, many other services. Experience of jointly developing and funding transport projects or initiatives has shown that increased productivity and better outcomes can result. It can also stimulate new ways of working and generate innovative solutions to problems.

Accordingly, such new ways of working are encouraged and endorsed so that the transport agenda can be more effective, and our partners will ideally be prepared to embrace and contribute to this joint working. This is important for many reasons and concerns a range of topics across the transport agenda such as maintenance, planning for bad weather, making effective and efficient use of resources, etc. The Combined Authority will lead on this agenda to further develop existing partnerships, built up by the local authorities and partners, and to foster new ones. In doing so, it will highlight the potential benefits of joint working and, in return, it would expect its partners to respond positively to the shared challenges we face. This will ensure the City Region can more effectively exploit any potential opportunity, arising regardless of the principal target sector, in order to achieve its ambitions.

The summaries which follow are intended to give an overview on how transport can contribute to, and support, the relevant policy goals and objectives of the sectors represented by the wider strategic priorities described above. They illustrate the benefits of collaborative action and, whilst not intended to be wholly representative of all City Region activity, they are indicative of the role transport plays in facilitating wider growth.

Freight and Logistics

The £1bn investment in **SUPERPORT** presents a generational opportunity to place the port and surrounding logistics infrastructure at the heart of business in the UK and Europe, creating a Global Freight & Logistics Hub for Northern UK and Ireland¹⁶. A strong and growing freight sector is crucial to the City Region's continued economic growth.

Liverpool is one of the country's major ports, and its importance is set to grow with the completion of major investment at the Seaforth site; the construction of the Liverpool 2 deep-water berth will allow the Port to double its capacity.

Improving connectivity and capacity for freight on our road and rail networks opens up access to the Port from across the whole of the UK, and is therefore fundamental to supporting the economic prosperity of all who live and work within the City Region.

Overview

- **Access to the ports** and the efficient multi-modal movement of goods is critical
- The **SUPERPORT Freight and Logistics Hub** responds to the globalisation and changing nature of the logistics industry in the UK
- Maximising the benefits from the investment in '**Liverpool 2**' and seeks to bring forward and connect key logistics and freight sites
- Transport system must be able to anticipate and meet the demands of the expanding ports

Who we will work with

Current partners and stakeholders include:

- Liverpool City Region Freight Partnership
- **SUPERPORT** Committee of the LEP
- Port of Liverpool Access Steering Group
- **SUPERPORT** Freight and Logistics Forum
- Highways Agency
- Network Rail
- Peel Ports
- Freight Transport Association

Shared benefits

- Future **prosperity and wellbeing** of the City Region
- Provides the essential elements to encourage the development of **SUPERPORT**
- Inward investment **creating jobs**
- Co-ordinated land use planning can:
 - reduce the need to travel, **freeing up road space for essential freight movements**
 - regenerate brownfield sites with potential rail links
 - reduce carbon emissions, and levels of poor air quality
- **SUPERPORT** has the potential to save on national freight miles, through enabling logistics that are closer to their end markets

Shared priorities

- Delivering the **SUPERPORT** Freight and Logistics Hub (developments, sites and premises), for example Parkside, Knowsley Industrial Park, 3MG in Halton
- Access solutions to support **Liverpool 2**
- Rail freight capacity constraints, in line with the **Long-term Rail Strategy**¹⁷
- Maximising the potential of **high speed rail**
- Freight and logistics sites in **accessible locations**
- Develop skills and **knowledge** to support freight and logistics
- A long-term **Freight Strategy for the City Region**

Housing and Land-use Planning

Ever rising house prices, particularly in the South East, the high cost of commercial rentals and increasing levels of congestion, together with a Government commitment to rebalance the economy and a concerted effort from political leaders in the North to create a Northern Powerhouse, create the potential to see an increase in economic activity throughout the North West of England.

The seamless integration of transport, housing and land-use planning is key to creating a liveable, affordable and attractive City Region. As our economic base continues to expand and we need to attract people to work in our growth sectors, joining up where people live with where they work and giving them a range of travel options will become increasingly important in making the City Region an attractive place to locate.

Overview

- Collaborating around transport, housing, land-use and infrastructure planning will encourage investment to be targeted at establishing a globally connected City Region
- Maximise Development opportunities to **create an economically prosperous City Region** with sustainable communities which provide a sense of place and community and a healthy environment and population
- The built environment, if designed effectively, can encourage physical activity and economic growth

Who we will work with

Current partners and stakeholders include:

- Housing and Spatial Planning Board and Co-ordination Group
- District Planning Officers
- Housing Associations, such as Helena Partnerships and Halton Housing Trust

Shared benefits

- **Forward planning** – Pipeline schemes which can be brought forward to meet development demands
- Using **accessibility planning tools** to help with identification of sufficient suitable land to meet demand for housing and infrastructure
- Delivering priority transport schemes within the **Growth Plan** that support strategic housing and employment sites
- Collaborative working achieves significant results **identifying access issues** arising from proposed development and ensuring transport solutions are identified and implementation secured

Shared priorities

- Developing housing strategies, that acknowledge the importance of good transport links
- Transport initiatives as set out in the LAs' **Local Plans**, e.g. improving access to district centres
- Delivering the **Spatial Investment Plan 2014 - 2017**
- Working with the Housing and Spatial Planning Board to identify accessible pipeline sites for **affordable housing**

Economic Development and Regeneration

Significant changes in the economic base of the City Region, as well as the impact of a number of committed major projects, have led to recent growth in the City Region's economy, and it is forecast that this growth will continue in years to come.

Supporting sustained and sustainable economic growth in the Liverpool City Region is fundamental to the objectives of **A Transport Plan for Growth**. Strong transport links connect businesses to trading partners, workers to jobs and people to the places where they live, socialise and build communities. An effective public transport network not only widens people's access to a range of employment opportunities, it also frees up some space on the road network for other journeys and reduces the burden to business from congestion, traffic delays and unreliability.

Overview

- Transport can unlock individual sites, raising the profile of areas, **increasing access to markets and labour** whilst removing or reducing transport costs to business and improving investment potential
- **Improved connectivity** feeds into the economy through business efficiency; investment and innovation; better labour markets; increased competition; increased trade; makes a location increasingly attractive to inward investment

Who we will work with

Current partners and stakeholders include:

- Enterprise, business support and inward investment agencies such as Invest Sefton and Liverpool Vision
- The Local Enterprise Partnership
- Highways Agency
- Regeneration Directors
- District Planning Officers
- Private sector developers
- Network Rail

Shared benefits

- Better connectivity allows businesses better **access to markets** both to trade with, but also to draw workers from
- Better transport options mean workers have a wider **choice of locations** to live and work, which means greater choice for commuting in and out of the City Region
- Targeted investment to establish a **globally connected** City Region
- Transport schemes to support key corridor gateways into the City Centre to improve the attractiveness of **Liverpool City Centre and its hinterland**

Shared priorities

- Align transport considerations with economic development, regeneration and enterprise zone proposals to support the **Growth Plan**
- Help attract investment and accelerate growth through dockland regeneration schemes as part of the **Mersey Waters Enterprise Zone**
- Develop and implement the **Liverpool Strategic Investment Framework** movement study
- Developing a framework for the Local Enterprise Partnership **Enterprise strategy**

Employment and Skills

Globalisation and technological developments are changing the nature of jobs available in UK cities, with impacts for both workers and the wider city economy. In particular, we are experiencing a levelling out of the jobs market, with fewer and fewer middle income jobs and a polarisation of both high and low paid jobs. Nationally, for every ten high paid jobs created, eight low paid ones were created and two middle income jobs were lost.

With this in mind, improving the skills base of the City Region's residents is essential if they are to make the most of the opportunities for employment that our expanding economy offers. A comprehensive and affordable public transport network is a pre-requisite if people are going to be able to access the range of employment and training on offer, as well as making the City Region attractive to those people needing to commute from outside the region to access employment.

Overview

- Creating jobs, addressing worklessness and increasing skills are key priorities
- Good levels of accessibility to key opportunities and services are crucial
- The affordability, availability and accessibility of transport is a major barrier to accessing employment and training opportunities

Who we will work with

Current partners and stakeholders include:

- The Employment and Skills Board and its associated 'Skills for Growth' programme
- Shared programmes that break down barriers to employment and skills
- The bus operators, to develop the bus network to support access to opportunity
- Train Operating Companies, to maintain an effective rail network
- Transport providers, to develop new ticketing products that make travel easier, or which help spread the upfront cost of travel

Shared benefits

- Improve **income levels** for local residents through increased access to jobs and education
- Improve access to a **wider labour market**
- Increase access to jobs for **local residents**
- **Widen travel horizons** to expand the available labour market

Shared priorities

- **Deliver shared actions** through the Employment and Skills Board and the Liverpool City Region Employment and Skills Strategy
- To **align funding** to deliver measures that improve access to skills and employment
- Improve the **inclusivity of the network** to remove barriers and improve access to employment opportunities

Health and Wellbeing

In developed countries, physical inactivity accounts for 1.5% - 3.0% of total direct healthcare costs. Most recently, physical inactivity was estimated to cost the NHS around £900m per year.¹⁸

Partnership working between the transport and health sectors can play a major role in improving public health. Effective strategies including active travel initiatives can help tackle rising obesity levels, address mental health issues and address the issue of worklessness through ill health, supporting our objectives of a healthy, active and engaged workforce.

Safer roads are vital, not only in terms of the health and safety of City Region residents and visitors, but also in terms of its cost to the economy.

Overview

- Health and Wellbeing has a strong correlation with transport; partnership working and joint funding of initiatives can contribute to reducing road collision, obesity levels and increase activity through education and infrastructure. This reduces pressure on the NHS¹⁹
- Transport also provides access to healthcare and recreational facilities. A healthy City Region will attract new levels of investment and growth by having a healthy available workforce with a well-connected sustainable transport network, including active travel options

Who we will work with

Current partners and stakeholders include:

- Health and Wellbeing Boards
- Public Health Directors
- CHAMPS – public health collaborative service
- Clinical Commissioning Groups
- ‘Every Child Matters’ teams
- Healthwatch

Shared benefits

- Substantial investment in sustainable transport (e.g. delivered through Local Sustainable Transport Fund) demonstrates health and other benefits of investment in transport services and provision, demonstrating high benefit-cost ratios
- Encourage a shift from the car to cycling, walking and public transport for shorter journeys – environmental and health benefits
- Initiatives such as Sustainable Modes of Transport to School strategies (SMOTS) help Public Health colleagues to better address issues of childhood obesity by promoting better travel choices within schools, which encourages sustainable travel behaviour as a life-long habit

Shared priorities

- Through **Joint Strategic Needs Assessments**, further develop relationships between Health and Transport priorities to deliver shared outcomes
- Work with Health and Wellbeing boards to develop the **Health and Wellbeing Strategies**, with transport schemes which attract higher levels of physical activity
- Road safety initiatives such as the national **20's Plenty for us** initiative (and other local variations); to reduce speeds, improve levels of road safety and encourage walking and cycling as day-to-day forms of travel

Carbon Reduction and Air Quality

Air pollution harms human health and the environment. A conservative estimate for one type of pollution (particulates) is that it reduces average life expectancy in the UK by around six months and is worth £16bn a year.²⁰

Reducing carbon emissions and improving air quality will strengthen the City Region in its ambition to be an internationally recognised place in which to live, work and invest. By developing a low carbon economy we can not only exploit our competitive advantage in this growth area but can also reduce the number of harmful emissions, including particulate matter and NOx, to improve the health and quality of life for residents and visitors to the City Region. We will focus on energy efficiency and increasing active travel to contribute towards cleaner air in the City Region.

Overview

- The **UK Climate Change Act** sets a national target of reducing greenhouse gas emissions by at least 80% by 2050
- Our main forms of transport currently rely on the use of fossil fuels for energy, which generates harmful air pollutants and is also financially unsustainable
- Low emission transport and travel is central to the development of the City Region's low carbon economy ambitions

Who we will work with

Current partners and stakeholders include:

- Transport Operators
- Low Carbon Economy Committee of the LEP
- District Air Quality teams – to deliver Air Quality Management Area action plans
- Liverpool Green Partnership
- Merseyside Atmospheric Emissions Inventory service
- Public Health

Shared benefits

- An accessible workforce connected locally, nationally and internationally by a **low emission and cost effective transport network**
- City Region policies and funds aligned to support emission reduction projects to **improve air quality**
- Developing and attracting **new technology** to a region looking to the future to develop the low carbon sector
- Integrated infrastructure development and delivery to **maximise the potential** for emissions reduction and use of alternative fuels, technology and behavioural change

Shared priorities

- Decarbonise road transport to meet UK climate goals (**Low Carbon Economy Action Plan**) and Liverpool City Region Sustainable Energy Action Plan (SEAP)
- **Air Quality Management Areas**, where the levels of air pollution exceed safe health and legal limits
- Working with the **Merseyside Resilience Forum** to help improve resilience to extreme weather events and adapt for the future
- Driving the transfer of the City Region's energy supply to **low carbon** and renewable sources as part of the **LCR²Energy initiative**
- Promoting **active travel** and improving air quality

Connecting Communities

Ensuring that our communities are well connected is essential for the quality of life and economy of the City Region. Transport must be reliable, accessible and affordable to allow people to access jobs, education, training and day-to-day facilities. Good transport links can impact positively upon the quality of life in an area, making the Liverpool City Region a better place to live and work and reducing reliance on the private car.

Overview

- Good transport links provide for the **efficient movement** and access of people and goods across, into and out of the City Region
- All residents must be able to **connect easily** with the opportunities and services that have an impact on their quality of life and their life chances
- We must improve the capacity and efficiency of the network to promote greater **social cohesion** creating connected communities across the City Region

Who we will work with

Current partners and stakeholders include:

- Liverpool City Region Employment and Skills Board
- Liverpool City Region Child Poverty and Life Chances Commission
- Health and Wellbeing Boards and Clinical Commissioning Groups
- Local authority employment, skills and inclusion teams
- Education and training providers
- Transport providers

Shared benefits

- An efficient network with greater capacity will help to **reduce worklessness**, increase wealth and contribute to **reduced child poverty**
- Health and Wellbeing will improve and **reduce wider social costs**
- A different approach to using funding so that we can look at innovative solutions and joint delivery with other partners to **maximise available resources** and reduce inefficiencies
- **Better spatial planning** will also help to reduce unnecessary motorised trips, particularly longer distance trips, and will help in reducing carbon emissions and improving air quality

Shared priorities

- **Enhanced information provision** for ease of travel
- More **affordable and accessible transport** choices that fit within people's lives
- **Walking and cycling** initiatives to improve health and encourage the use of sustainable modes for shorter trips
- The use of different service providers so that we can better connect communities
- Transport is important for young people to access education, training or employment, to socialise and to play an active role in local communities
- Reduce isolation amongst older residents

Visitor Economy

The Liverpool City Region visitor economy is currently worth approximately £3.6bn per annum.²¹ Liverpool is the 5th most visited city in the UK for overseas visitors. A modern, convenient and attractive transport network is a key ingredient in encouraging people to visit and stay in the City Region, as well as contributing to its overall positive perception and allowing more people to enjoy more events.

Overview

- To ensure that transport services and information are geared to provide multi-modal access for domestic and non-domestic visitors
- To support the visitor economy as a significant economic engine and driver for growth in the City Region
- To promote the Liverpool City Region's unique and economically distinctive brand
- To maximise the variety of the visitor offer for the City Region
- To support the Liverpool City Region in the delivery of major events

Who we will work with

Current partners and stakeholders include:

- Liverpool Vision
- Visitor Economy Board (VEB) of the LEP
- Liverpool Enterprise Partnership (Visitor Economy Development team)
- Leisure and culture activity e.g. Visit Wirral/Southport/Liverpool
- Our 'gateways', for example:
 - Liverpool Lime Street
 - Liverpool John Lennon Airport
 - Liverpool Cruise Terminal
 - Twelve Quays Ferry terminal
- Bus, rail, coach and cruise operators
- Hoteliers and Attractions
- Cycle providers

Shared benefits

- Delivering the **highest quality experience for our visitors** by investing in our public realm, our transport, visitor information and destination welcome
- Secure **public and private investment** to improve the quality and range of our hotels, restaurants and attractions, our conference, exhibition and cultural venues and to attract major events and to facilitate ease of movement between these attractions
- **Help businesses** in the Visitor Economy by working with them to improve their performance and productivity by sharing best practice
- Improved ticketing offer and joint promotions via Walrus (Smart ticketing)
- Improved access for labour markets to staff the visitor economy

Shared priorities

- Promoting the excellent transport infrastructure and its benefits to the visitor
- Supporting successful major events in the City Region via safe and effective visitor movement
- Facilitating visitor movement from the city centre to other destinations across the entire City Region
- Joint working, led by the **Local Enterprise Partnership through the Visitor Economy Board**, to develop a delivery plan to support:
 - Connectivity of the City Region key markets (domestic and international)
 - Connectivity within Liverpool and the wider City Region
 - Improving transport service delivery as a supporting role to "the place"
- A **Development Strategy for Southport** to support Sefton's visitor economy and regeneration objectives
- Sustainable access via major gateways including **Liverpool Airport Surface Access Plan**
- Develop potential for huge growth and work to scope proposals to encourage **coach trips**

Chapter five

Our Policy Framework

We can only maximise the potential of our economic growth ambitions if we have a transport network that enables our residents and visitors to access employment, education and other opportunities and services, and which also maximises the capacity and connectivity of the City Region network for business growth and investment.

Accordingly, our network must be appropriately maintained and kept moving, since an efficient, well-functioning transport system can:

- Reduce business costs and increase business productivity
- Support a more developed and diverse economy
- Contribute to a range of other beneficial social impacts, including road safety impacts such as reduced costs resulting from a decrease in road accidents, and improved health and wellbeing due to better and safer provision for all road users

An efficient, well-functioning, transport system will help the City Region to attract investment. Addressing congestion, and gaps in capacity and provision, may lower production costs and increase output, and the social benefits described above will be realised.

The Transport Priorities and wider strategic priorities introduced in Chapter 2 are the bedrock of **A Transport Plan for Growth**. However, recognising that its policy direction is set by the LTPs, we have regrouped the activities, actions and interventions in the LTPs, to better reflect these priorities. These are set out in Table 1, which demonstrates how our transport priorities align with the wider strategic priorities.

The table is for illustrative purposes, and the detail behind the work areas shown is reported as part of our ongoing stakeholder engagement programme, which includes channels such as the Annual Progress Report²². For example, the 2013/14 Progress Report²² provides details on how we have introduced cycle and pedestrian improvements to a roundabout on Radial Route 9A of Liverpool's cycle network. This supports our work to deliver "Green Infrastructure" (Low Carbon/ Health and Wellbeing). It also reports on how we have secured Better Bus Area funding to improve public transport links to key opportunities for some of the city regions most disadvantaged communities ("Supporting disadvantaged communities by improving accessibility to open up opportunity for all").

Table 1 – Local Policy Context - Overview

		City Region Transport Priorities		
		Growth	Access to Opportunity	Low Carbon
Wider Strategic Priorities	Economic Development and Regeneration	<ul style="list-style-type: none"> Supporting disadvantaged communities by improving accessibility to open up opportunity for all Liverpool City Region Long-Term Rail Strategy and Long-Term Bus Strategy Statutory Quality Partnership Scheme (SQPS) routes Options for developing Bus Quality Contracts Mersey Gateway High Speed Rail/One North Targeted programme of capital infrastructure works Liverpool and Wirral Waters 	<ul style="list-style-type: none"> Access to employment Ticketing Strategy Smartcards Rail network capacity enhancements Continued partnership working with Bus Operators Interchange facilities Liverpool Strategic Investment Framework 	<ul style="list-style-type: none"> Apply the Traffic Management Plan in order for the highway to operate to its optimum Greenway routes Electrification of the Northern Hub Better Bus Areas
	Employment and Skills	<ul style="list-style-type: none"> Addressing worklessness Employment and Skills Strategy 	<ul style="list-style-type: none"> Access to education School transport policy Young Persons/MyTicket Local Sustainable Transport Fund 	<ul style="list-style-type: none"> Workwise/cycle to work Travel plans Employers network
	Freight and Logistics	<ul style="list-style-type: none"> Strategic Freight Network SUPERPORT Efficient movement of goods 3MG (Intermodal Interchange – Widnes) Mersey Tunnels 	<ul style="list-style-type: none"> Freight strategy Optimising vehicle routing Consolidation centres Access to the Port of Liverpool 	<ul style="list-style-type: none"> Lorry parking and routing Environmental impact of distribution Development of rail based freight
	Housing and Land-use Planning	<ul style="list-style-type: none"> Improving linkages between transport and land-use Minimum Accessibility Standards Park and Ride Car parking management and enforcement UDP/Local Plan Embedding transport in key City Region Developments 	<ul style="list-style-type: none"> Section 106 and CIL enhancements to new developments Development control/management National Planning Policy Framework 	<ul style="list-style-type: none"> Sustainable developments Improved access for public transport
	Health and Wellbeing	<ul style="list-style-type: none"> Street lighting 	<ul style="list-style-type: none"> Access to healthcare Road safety Public rights of way Low speed zones Cycle and pedestrian training 	<ul style="list-style-type: none"> Walking and cycling Active lifestyles Green infrastructure Merseyside Atmospheric Emissions Inventory
	Carbon Reduction and Air Quality	<ul style="list-style-type: none"> Intelligent Transport Systems including Urban Traffic Management and Control Energy efficient street lighting 	<ul style="list-style-type: none"> Personalised Travel Planning 	<ul style="list-style-type: none"> Low emissions/ULEV²³ Air Quality/AQMA Alternative fuels Noise management
	Visitor Economy	<ul style="list-style-type: none"> Mersey Ferries Promoting coach travel Surface access to Liverpool John Lennon Airport Station improvements Long Distance Rail Services 	<ul style="list-style-type: none"> Ticketing Information for visitors 	<ul style="list-style-type: none"> Behaviour change marketing
	Connecting Communities	<ul style="list-style-type: none"> Access to travel information Real time passenger information Rural communities Community transport Taxis Small scale highway improvements 	<ul style="list-style-type: none"> Affordable fares Access to fresh affordable food TravelSafe Travel training Demand responsive transport 	<ul style="list-style-type: none"> Improved cycling and walking links

Chapter six

Delivering Our Ambition

The City Region is in the process of investing over £1.7bn in transport and highways infrastructure improvements over the next six years. In setting out our delivery programme, we intend to build upon our previous experience and success of ensuring schemes are deliverable, present good value for money and achieve our objectives.

This chapter provides details of our track record for delivering improvements in our transport network since 2011. We then focus on our Transport Priorities, and look at the anticipated outputs and outcomes for **A Transport Plan for Growth**. We then outline the funding package we have in place to deliver our ambition, before considering our delivery programme.

The delivery plan is, of necessity, fluid and evolving, reflecting the transition from the previously fragmented approaches to the delivery of transport across the City Region to a more streamlined and efficient approach under the remit of the Combined Authority. As a result, budgets for the years 2016-17 and beyond will be confirmed in detail by the Combined Authority at a later date, building on the indicative programmes set out in the sections that follow. As part of the transition of the Combined Authority's model of delivery, the City Region will need to consider new models as **A Transport Plan for Growth** develops.

Major Schemes

Major Schemes are significant local authority highway and public transport capital projects. Most involve substantial investment in infrastructure by the Department of Transport that would otherwise be beyond the means of a local authority. Since 2011, we have been successful in accessing funds to deliver two schemes:

- **Mersey Gateway** – the project will deliver a new crossing of the River Mersey in Halton, which links into the existing principal road network. The project will provide effective road connections to the City Region from the South, thereby improving connectivity and reducing congestion. The new road capacity will rebalance the transportation infrastructure within Halton towards delivering local sustainable transport and economic goals.
- **Thornton Link** – The project will relieve congestion on the local highway network in the Thornton to Switch Island corridor, providing a more direct alternative route for strategic traffic, thereby reducing delays and improving journey times. The project will also improve strategic highway access between the Northwest's motorway system and the North Sefton area, as well as the Port of Liverpool and the Atlantic Gateway Strategic Investment Area. Improvements will also be made to the local environment, access and safety for the local communities of Netherton, Thornton and the Sefton villages.

We have also invested in major improvements to key transport infrastructure across the City Region including:

- £40m programme to update all five underground stations has already seen Liverpool Central, James Street and Lime Street refreshed in a joint programme between Merseyrail, Merseytravel and Network Rail. Moorfields and Hamilton Square stations will also be upgraded over the next couple of years
- £2.9m investment of the Kingsway Tunnel which included resurfacing of the tunnel, the Wallasey toll booth approach areas and the Liverpool approach and exit roads
- £0.42m for emission reducing and fuel saving devices to be fitted to buses across the Liverpool City Region (LCR) fleet – 37 buses will be fitted with devices to help clean up emissions from buses and bring them up to higher EURO emission standards, helping to reduce greenhouse gases and other emissions in areas of the City Region which currently experience poor air quality
- £2.3m Local Highways Pinch Point programme at Daresbury – this project addresses three key junctions and will enable better access and reduce congestion to the Enterprise Zone and surrounding employment and designated housing areas
- £2m has been invested into the A5300 Knowsley expressway improvement scheme – the Local pinch point programme will reduce congestion in the area and support growth and investment across the Liverpool City Region.

Local Transport Schemes

The highway network is the backbone of the economy, with virtually all freight movements locally, nationally and internationally relying on the network for at least the first and final parts of their journey. A well maintained strategic road network and its associated bridges and structures are essential to a prosperous and sustainable economy. A high quality, safe, efficient and reliable road network is essential for a successful passenger transport system.

To help in achieving this, we have delivered a range of “local transport schemes” since 2011 using our funding from DfT. Some of our work includes:

- Bridges Maintenance
 - e.g. the £0.34m Birkenhead dock bridges project addressing safety and congestion issues
- Traffic Signal upgrades
- Junction Improvements
 - Using Route Management Strategies to address traffic congestion safety, accessibility (including public transport, walking and cycling), air quality, and quality of life

We also recognise that both road users and pedestrians need a safe environment. As such, we have made significant progress with rolling out the introduction of 20mph zones on residential roads across Merseyside. This involves a number of projects, ranging from the introduction of road humps to reduce speed to improved signage on residential routes:

- The 20 Effect
 - 20mph speed limits in all appropriate residential roads of Liverpool, with an associated campaign of engagement and communication to communicate key messages and raise awareness to a wide range of stakeholders and key organisations within the city. This means that community groups – community centres, tenants and resident associations, youth centres, friends of parks and church groups are shaping the campaign, ensuring their support for the initiative and encouraging a culture of self-enforcement
 - Local Safety Schemes
 - A statutory requirement for a programme of measures designed to promote road safety. Measures delivered have included pedestrian refuge islands and traffic calming measures
- Significant improvements have also been made to our pedestrian and cycle networks, improving links to education, healthcare and employment sites. Alongside this, we have delivered a number of projects aimed at encouraging sustainable travel choices, and also improving access to education and employment:
- Encouraging Sustainable Travel to School
 - This includes Merseytravel's Young People's Project – an innovative project aimed at reducing the cost of travel for younger people, getting them to opportunities in education and work; getting people into school on days when previously they could not afford the bus ticket; and giving them opportunities to meet friends, to visit different places, take up new hobbies and new interests
 - Park & Ride Schemes
 - £2.9m to provide rail-based Park & Ride facilities at Birkenhead North and Bidston, providing an additional 464 parking spaces
 - Apprenticeship Bike Scheme
 - Supporting individuals to access employment and skills with a free bike delivered as part of the Local Sustainable Transport Fund (LSTF) Programme for young people not in education or training (NEETs) who are accessing apprenticeships.
- We have been successful in accessing funds, as part of a competitive bidding process, to support this work. Some examples include:
- Local Sustainable Transport Fund (£30m): three packages of schemes to promote sustainable travel to access employment and opportunities
 - Office of Low Emission Vehicle Funding (£0.6m): installation of electric vehicle charging points across the region
 - Better Bus Area Fund (£4.2m): a package of schemes to improve local bus services
- We now need to build upon this investment to remove local barriers and provide a better integrated transport network for the region, which helps to establish the circumstances for growth at a local level. In developing our programme, we have considered the transport priorities mentioned above and focussed activities to deliver our aspirations within the budgets currently available.
- In order to continue to maximise funds from a range of sources, it is important that transport is aligned with wider strategic priorities as outlined in Chapter 4.

Delivering clear outcomes

The priorities established for **A Transport Plan for Growth** are aiming to deliver the following outputs and outcomes:

Outputs and Outcomes		
Growth	Supporting freight and logistics	Strengthening the City Region'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 skills and employment opportunities
	Maintaining an efficient and reliable highway network	Ensuring that the network allows for the efficient movement of people and goods, providing a safe environment, and encouraging cycling and walking. Maintaining existing assets is central to achieving this
	Closer integration with other sector strategies and plans	Provide a robust planning framework linking transport and future developments such as housing, tourism and infrastructure development in ways that can encourage the right level of investment, reduce long distance travel, improve accessibility and provide a framework for future funding
Low Carbon	Lowering transport emissions	Reduce carbon emissions, improve air quality and improve health, and provide a stimulus to the creation of new technologies in support of the City Region low carbon priorities
	Delivering active travel	Improved and expanded facilities to encourage cycling and walking makes a significant contribution to improving health and wellbeing, and to facilitate an efficient and healthy transport network
Access to Opportunity	Improving public transport	To introduce further Bus Quality Partnership Schemes on key routes and continued investment on the rail network. This is to manage costly and inefficient congestion on the highway network. It will have a direct impact in disadvantaged areas, creating greater opportunities to travel, access employment, encourage a switch away from the private car, and foster wellbeing
	Improve access to key employers and services	Supporting people who live in our most disadvantaged communities to access training and employment opportunities and other services that impact on their quality of life
	Improving road safety	Introduce local measures to encourage carbon reduction, promote sustainable transport and reduce the number and severity of road casualties

Funding our Ambition

On 7th July 2014, the Government announced the allocations of Local Growth Funds (LGF) to schemes put forward by Local Enterprise Partnerships (LEPs). The Liverpool City Region was allocated £232m of Local Growth Fund monies alongside other project investments totalling around £10m.

In terms of transport this means:

- £35m confirmed for 2015/16
- An indicative £153.2m from 2016/17 to 2021
- £44.1m previously allocated funding

£51.6m is allocated to three specific schemes which are designed to support key corridor gateways into (and within) the City Centre, helping to improve the connectivity and attractiveness of Liverpool City Centre as a place to visit, do business and live. These are:

- (£13.25m) North Liverpool Key Corridors
- (£5.35m) City Centre Strand Corridor
- (£33m) City Centre Connectivity Programme

£46.1m is allocated to major transport schemes which will support the development of the Freight and Logistics Hub, with a further £41.4m available to develop a package of local sustainable transport enhancements.

Of the £44.1m previously committed, £24m is devolved major scheme funding, £4.2m is Regional Growth Fund and the remainder has been awarded to the Mersey Gateway project and Silver Jubilee Bridge maintenance.

A further £41.4m has been allocated to support the City Region Sustainable Transport Enhancement Package (STEP) to support the City Region's major schemes and identified growth sites.

Collectively, this funding award provides a powerful platform for transport to facilitate the aspirations of the Growth Plan and set out a long-term transport investment strategy that is fully aligned with the priorities of key stakeholders and is able to respond to the future transport needs of the City Region through initiatives and programmes such as:

- **One North** – A £10 - £15bn passenger and freight infrastructure investment programme designed to deliver a significant improvement in northern connectivity to support the wider economic growth of northern cities
- **Northern Powerhouse** – Announced by the Chancellor of the Exchequer in his Autumn 2014 Budget speech to make significant investment in science and transport in cities in the north of England to help re-balance the national economy
- **Growth Deal 2** – Additional schemes to be submitted by Local Enterprise Partnerships to build on those schemes submitted in existing Growth Deals
- **Horizon 2020** – Horizon 2020 is the biggest EU Research and Innovation programme ever, with nearly €80bn of funding available over seven years (2014 - 2020), and is seen as a means to drive economic growth and create jobs across Europe

The Delivery Programme 2015 - 2021

The current delivery programme will make use of funds from several sources, all of which are essential to deliver our aims and objectives. The delivery programme reflects the current known budgets available and the activities being delivered within these, including the sources below:

- The Integrated Transport Block, which has been confirmed between 2015 and 2018 and indicatively until 2021
- The Highways Maintenance funding
- The Combined Authority's transport levy
- The Local Growth Fund
- EU funds that the City Region will receive in the 2014 - 2020 programme
- Other funding sources

The timing and overall delivery period of funding initiatives needs to be pragmatic, achievable and realistic; it is vital that the identification of new funding is done at an early stage so that proposals can be formulated in advance, together with more accurate costs and spending profiles as part of any bid process.

The development of the programme depends upon robust business cases for proposed schemes and projects, which address the fit of the scheme against the local policy context and demonstrate their effectiveness and efficiency in terms of the state of readiness of the scheme, their deliverability within defined time-scales, and their affordability.

These aspects will then be evaluated in line with our methodology for the prioritisation of major schemes and minor works.

The transport schemes and programmes which comprise the City Region Growth Deal are firmly founded upon a robust evidence base subject to detailed appraisal of full business cases. Therefore we can be confident that **A Transport Plan for Growth** will deliver the best possible value for money and strategic 'fit' alongside wider priorities in the City Region.

The delivery programme is not static, and will evolve to reflect the changing local priorities and the delivery of transport across the City Region. Joint working and shared priorities are supported, and with this there is the requirement for the Combined Authority look at new efficient and effective ways to deliver transport services and highway improvements. As a result, detailed budgets for future years will be confirmed by the Combined Authority, at the appropriate time. The indicative programme for the period 2015 - 2021 is set out in Table 2.

Collectively, this funding award provides a powerful platform for transport to facilitate the aspirations of the Growth Plan and set out a transport investment strategy that is fully aligned with the priorities of key stakeholders and is able to bring forward transport initiatives that can respond to future priorities and any potential future funding that may be available.

Table 2 – Overview Delivery Programme 2015 - 2021

Funding Package	Total funding £000s							
	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	Total
Integrated Transport Block (ITB)	–	£10,068	£10,068	£10,068	£10,068	£10,068	£10,068	£60,408
ITB – Maintenance	–	£16,914	£15,506	£15,036	£13,610	£13,610	£13,610	£88,286
Local Growth Fund – Major Schemes	–	£13,500	£20,670	£39,850	£27,080	£0	£0	£101,100
Developed Major Schemes Funding	–	£0	£6,150	£4,750	£0	£4,800	£4,800	£20,500
Sustainable Transport Enhancement Package	–	£6,900	£6,900	£6,900	£6,900	£6,900	£6,900	£41,400
Pinch Point Funding	£1,365	–	–	–	–	–	–	£1,365
LTP Major Schemes	£14,500	–	–	–	–	–	–	£14,500
Highways Agency Funding								Improvements to the national road network £326,000
Liverpool Highway Improvement Fund								Local highway improvements £80,000
Investment in the Rail Network								Investment in rail infrastructure £70,000
Investment in the Bus Network – Better Bus Area	£962	£840	£708	£379	£500	–	–	£3,389
Low Emission Transport Schemes	£600	£1,000	£1,000	£1,000	£1,000	£1,000	£1,000	£6,600
Investment in Freight and Logistics								Investment programme for the expansion of the port £300,000
Mersey Gateway								A six-lane toll bridge over the Mersey between the towns of Runcorn and Widnes £604,000
Total								£1,717,548

Monitoring and Evaluation

A set of focused, clear and measurable indicators provides accountability and incentives for improved performance and can help deliver better value for money as interventions are sought to maximise performance.

We will at all times aim that our investment in the transport network offers the best value for money for the City Region.

The performance indicators will be essential to the Combined Authority as part of its decision making about future priorities for funding in pursuit of the aims and objectives of **A Transport Plan for Growth**.

Investment in maintaining continuity with the LTPs is essential. Given the long-term nature of transport, we are only now starting to see the value of some of the indicator programmes from previous LTPs and to halt these could prove to be short-sighted. The LTPs currently have a total of 44 indicators; a set of 17 core Merseyside and Halton indicators, covering those areas considered most critical to local success, are central and most fully aligned to **A Transport Plan for Growth**.

These locally relevant performance indicators have been grouped into three categories, designed to provide a clear measure of performance and delivery:

- **Targets** – where it is considered that an outcome is clearly attributable to our actions. As a result of this more direct influence, numerical targets have been set which act as a driver of performance

- **'Traffic lights'** – where measuring progress is also useful, but where many actions have contributed to an outcome, a 'traffic light' system is used to identify overall trends
- **Monitoring only** – indicators that lie outside of the partners' direct influence and are therefore not considered to be a fair measure of performance, or where data quality is not sufficiently accurate to measure performance

Figure 4 shows the outcomes we are seeking to achieve from the priorities we have set. These are colour coded to the set of indicators that are best placed to demonstrate the impacts of the agreed transport priorities.

Further indicators may be developed as a result of new and emerging trends. The growth in light-goods vehicles 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, may be useful in performance monitoring of **A Transport Plan for Growth** and we will explore these issues with partners as the plan is rolled out.

A key consideration in establishing the new performance management regime has been the cost of data collection and analysis. In light of current financial issues, it is our intention to continue to monitor progress on implementing **A Transport Plan for Growth** on an annual basis. It will therefore form an essential element of the process of review and decisions on future spending priorities through the Delivery Programme.

Figure 4 – Logic Map

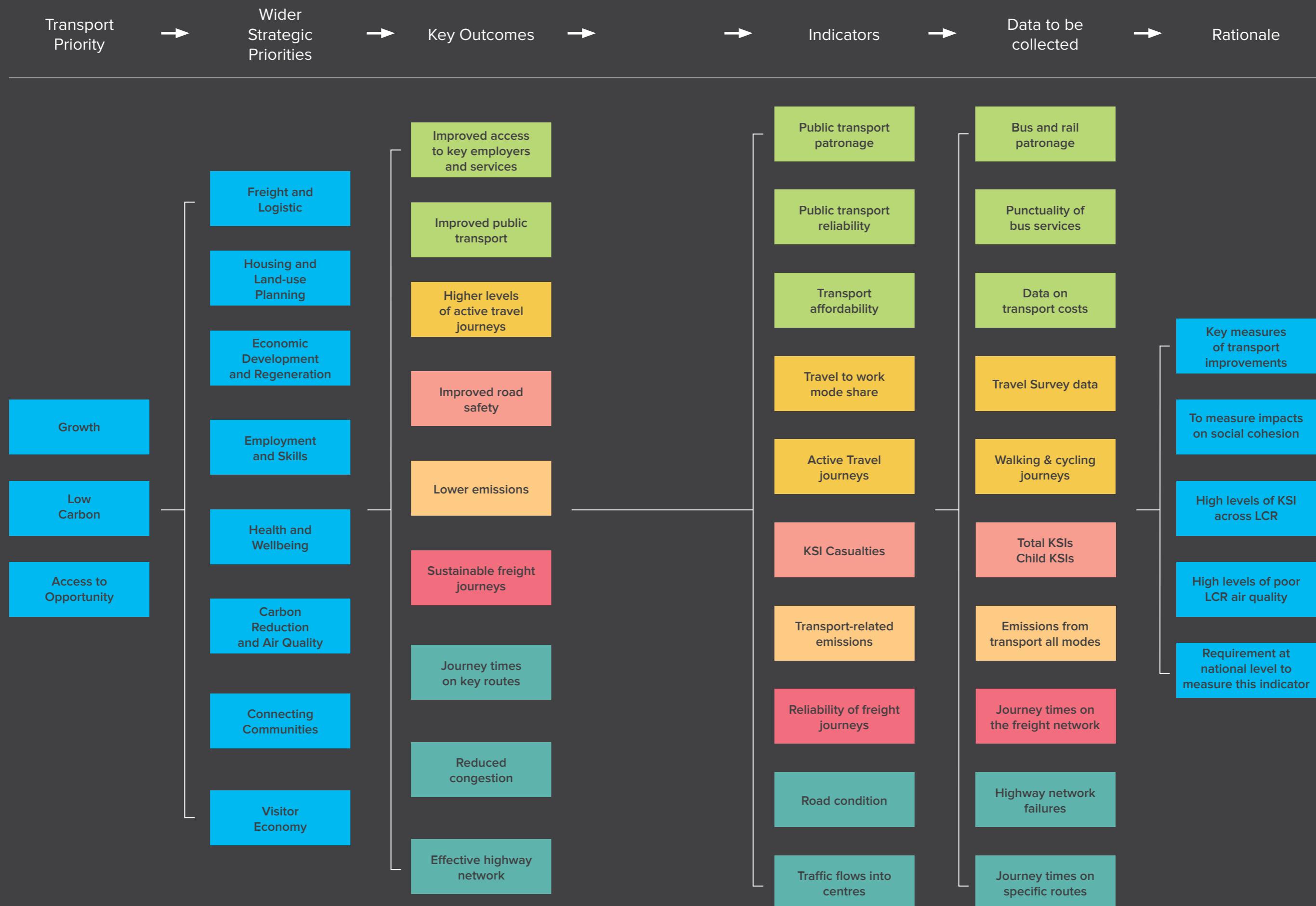


Table 3 sets out each of the indicators and gives the rationale for inclusion in the indicator set.

Table 3 – Transport Plan for Growth Indicator Set

LTP Indicator Ref	Description	Rationale
● A2	Principal Road Condition	DfT indicator designed to ensure highway maintenance standards are monitored and upheld
● A3	Non-Principal Classified Road Condition	DfT indicator designed to ensure highway maintenance standards are monitored and upheld
● C4	Bus Punctuality	DfT indicator which helps drive improvements in bus operation and punctuality, to provide a more reliable and attractive sustainable mode of transport
● A1	Active Travel: a) Cycling – Index of Usage b) Walking	Cycling and walking are highly efficient modes of transport with significant environmental, social and health benefits. This indicator is designed to measure the overall levels of active travel across the City Region and the contribution that this makes to improving the health and wellbeing of City Region residents.
● A4 PPTL06	Total KSI Casualties	The number of people who are killed or seriously injured (KSIs) in accidents across the City Region is unacceptably high and has a major impact on health and wellbeing. Reducing road casualties improves health and wellbeing, reduces the impact on the NHS, reduces costs to the economy including through lost productivity and contributes to a safer and more efficient road network, which in turn helps to promote growth.
● A5 PPTL07	Child KSI Casualties	As above
● B2	Traffic Flows into Centres	The flow of traffic into the City Region's centres is a good indicator of assessing transport's contribution to the economic growth. However, a balance is needed between the movement of people and goods and the negative impacts of transport. We address this through indicator C1 below.
● B4	Estimated Transport Related Emissions	Transport is a major contributor of poor air quality and this has implications on health and wellbeing and low carbon priorities. This indicator is therefore designed to provide a measure of transport's total contribution to emissions.
● B5	Public Transport Patronage – Bus	77% of all journeys made by public transport are by bus and with low levels of car ownership in some areas, ensuring adequate access to services and opportunities is critical. This indicator will help us to monitor the progress of delivery on improving bus services.
● B6	Public Transport Patronage – Rail	There has been significant growth in the number of people travelling by rail and this is forecast to grow further. The ability to monitor progress with people using rail services will help us target our resources effectively.

LTP Indicator Ref	Description	Rationale
● C1 Change in area-wide road traffic		<p>It is now recognised that there must be limits to the continued growth of road based transport in the UK. Measuring the amount of kilometres travelled, in total, on all local authority roads gives the fullest measure of total traffic on the local road network. We will monitor this indicator in the context of the balance required between essential movement of people and goods, and the negative effects of congestion and environmental and social degradation and their impacts on growth.</p>
● C3 Reliability of travel on the City Region Freight network		<p>Any significant delays that affect the movement of freight across the City Region can have a negative impact on business efficiency which can be an inhibitor of growth. Monitoring journey times on the freight network will allow the identification issues and address the economy/travel relationship in the City Region.</p>
● C6 Affordability - Index of transport usage costs		<p>It is considered important to monitor the relative cost of travel in the City Region as it is a key element of improving access to opportunities and growth and is a potential barrier to travel.</p>
● NEW Freight tonnage through the port		<p>This is designed to monitor the amount of freight into and out of the City Region by all modes – road, rail, air and sea on an annual basis as an indication of the growth in port activity – a priority for the City Region Growth Plan.</p>
● C8 Travel to Work Modal Share indicator		<p>This indicator is an important measure of a key transport outcome – the choice of travel mode to get to work. Travel to work is the most important journey purpose in terms of distance travelled and links closely with the Improved Access to Opportunity transport priority and its focus on access to employment. This indicator provides a broad measure of the overall success of A Transport Plan for Growth.</p>
● B7 Journey Times on Designated Routes		<p>This indicator aims to monitor the efficient movement of traffic through the City Region, on appropriate roads, in order to encourage inward investment and economic prosperity by minimising congestion impacts upon business.</p>
● A6 Public Transport Customer Satisfaction		<p>The satisfaction of bus and rail passengers will be monitored to measure the perception of public transport performance in the City Region. This will help with improving the delivery of public transport.</p>

Conclusion

A Transport Plan for Growth provides a solid foundation for future work across the City Region and with our key partners to deliver on our objectives. By making those strategic linkages to other policy areas it provides us with a basis upon which to align funding and to better co-ordinate joint projects and programmes so that we can be more effective in delivery and more efficient in the use of the resource we have to hand. There is strong cross-sector support for collaborative working for the greater good of the City Region.

"The efficient movement of goods is crucial to the continued economic success of the Liverpool City Region. As major developments, such as Liverpool 2 and SUPERPORT begin to come on line the public and private sector must work together to maximise the potential that these global assets offer. The role of freight and logistics in rebalancing the national economy should not be underestimated."

Bernard Molloy
Chair of Liverpool City Region
SUPERPORT Committee

*"It is critical, particularly for achieving sustainable growth that the LCR transport network is efficient and effective. Connectivity needs to be considered from the outset in decisions on the location of key assets such as housing, hospitals, schools and businesses. A fully integrated transport network helps to encourage inward investment, and the world's most competitive cities rely on their transport infrastructure for the efficient movement of people and goods. The Liverpool City Region has one of the best transport networks in the country. The **Transport Plan for Growth** will help to highlight its potential to further support and unlock growth in the Liverpool City Region across a range of our key business sectors."*

Mark Basnett
Liverpool City Region Local
Enterprise Partnership, Executive
Director Key Growth Sectors

"Liverpool and Sefton Chambers of Commerce understand that good transport infrastructure is central to economic growth; facilitating business transactions, the movement of goods and expanding labour markets to support an increasingly competitive workforce. This in turn will help attract additional investment, create jobs and encourage the Liverpool City Region to develop and fulfil its potential."

Jenny Stewart
Chief Executive
Liverpool & Sefton Chambers of Commerce

"An efficient, effective and sustainable travel network plays a vital role in opening up economic growth to local people and businesses. Many people may take being able to get from A to B for granted. However, almost half of people living in disadvantaged communities find it difficult to access services and opportunities due to transport limitations. By connecting people, including those living in disadvantaged communities, to services, jobs, skills and education opportunities local businesses and communities benefit through increased economic productivity and reduced congestion."

Richard Else
Chair of the Employment
and Skills Board

"Improving the health & wellbeing of people in the Liverpool City Region will bring numerous benefits and help the area to thrive both socially and economically. An efficient and effective sustainable travel network can encourage greater levels of walking and cycling to build more physical activity into lifestyles and reduce the demands on the NHS and the economy through days lost at work. As active travel increases, the importance of Road Safety becomes paramount and initiatives should go hand in hand with greater sustainable travel measures to cut the number of people killed or injured on our roads".

Dave Foulkes
**Merseyside Road Safety
Partnership Coordinator**

"Low and ultra low emission transport is vital for many reasons – from improving people's health, utilising new, clean energy sources, developing low carbon goods and services and attracting people and businesses to invest, live and work in the City Region. We need to work together strategically across the region to realise the goal of a buoyant and efficient economy that supports a clean and sustainable approach to energy and the environment"

Amanda Lyne
**Liverpool City Region Local Enterprise
Partnership Director & Chair of
Low Carbon Committee**

"Ensuring that our communities stay well connected to opportunities can not only help people get to places of work they wouldn't have ordinarily been able to access, but can also ensure that they travel there sustainably. By widening the workforce available to businesses, we can help employers overcome recruitment and retention issues. Sustainable travel has a real role to play in providing cheap and sustainable transport opportunities to address wider issues such as unemployment, social isolation, health and climate change."

Rt Hon Frank Field MP
**Chair of the Liverpool City Region
Child Poverty and Life Chances Commission**

*"The visitor economy is key to the ongoing growth of the Liverpool City Region. In 2013, there were 1.68m domestic overnight visits with leisure day visitors contributing in the region of £52m per annum (within 90 minutes journey time from the Liverpool City Centre) to the local economy. Over this period, there were also 562,000 staying visits (from overseas) with business tourism markets continuing to flourish with almost 300,000 visitors taking advantage of improved conference and hotel facilities available across the City Region. The **Transport Plan for Growth** shows how we are working together on shared priorities towards a world-class network for those who visit the City Region for business or leisure".*

Sara Wilde McKeown
**Chair, Liverpool City Region
Visitor Economy Board.**

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A Transport Plan for Growth

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