

WISE MOVES

Delivering the Merseyside Local Transport Plan

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Major rail freight project nearing completion

A vital new rail artery linking the Port of Liverpool to the West Coast Main Line will re-open in the New Year. The £7.6 million Olive Mount Chord scheme will boost rail freight access to the Port of Liverpool to ease road congestion around the docks and surrounding areas such as Bootle.

The Merseyside Transport Partnership scheme to re-open the half mile disused stretch of line - known as Olive Mount Chord - after 20 years, will link Bootle with the Liverpool to Manchester line. The Merseyside Transport Partnership is delivering the project in record time thanks to a unique funding package and collaboration with the Mersey Docks and Harbour Company, Network Rail, Peel Ports, Mersey Maritime and the NWDA.

Stuart Waldron, Chair of the Merseyside and Halton Freight Quality Partnership, said: "Improved rail access to the Port of Liverpool is vital - the docks are key economic drivers for Merseyside and their expansion is key to the region's ongoing regeneration. "Creating an additional fast rail route into the ports will support the shift of cargo from road to rail, which will also bring direct benefits to people living in Bootle and near



to the docks by reducing the number of heavy vehicles passing through the town from the motorway junction at Switch Island."

Liverpool is the largest port in the North West and handles around 70% of the region's port-related freight tonnage. Currently only accessible by rail via a single track at Edge Lane, freight trains have to perform a complex manoeuvre to access the Seaforth Docks Line.



Don't let success snarl up our roads – expert's 'get smart' advice

Traffic in Merseyside costs the region £2 billion a year – lost work hours due to congestion, deaths and injuries on the roads and pollution are all taking their toll on the region's finances.

Leading transport academic John Whitelegg, visiting Professor of Sustainable Transport at Liverpool John Moores University, says that because economic growth has historically led to more traffic, it is now crucial to 'work smart' to ensure that the additional travel of goods and people is made sustainably to protect the competitive advantage provided by relatively free flowing traffic in Merseyside.

Professor Whitelegg told delegates at the annual Merseyside Transport Conference that traffic has an annual price tag of around £1.86bn, which includes £500m from delays due to congestion. He said that road deaths and injuries cost £197m

and the impact on climate change costs £54m. Data from the past three decades shows a strong correlation between economic growth and increasing traffic.

Pointing to Copenhagen, Bremen and Rotterdam as examples of cities that have 'de-coupled' economic growth from increased traffic, Professor Whitelegg said: "I think Liverpool is doing absolutely stunning things to correct the long legacy of industrial decline and unemployment problems.

Professor Whitelegg pointed out that a large number of Europe's most successful cities, such as Basle, Copenhagen, Stockholm and Frankfurt, have already made considerable progress with transport policies that deliver economic progress, international competitiveness, low levels of car use, high levels of walking, cycling and public transport and a very attractive environment - all at the same time.

He said: "These cities are much better placed to continue their economic progress and development than are cities that are still 'wedded' to high rates of car use and infrastructure development that generates additional traffic and additional carbon emissions. There is no conflict whatsoever between economic and high-level environmental objectives such as carbon reduction.

"Successful cities recognise that moving to low carbon outcomes and working actively to Basle-like modal split percentages is a clear way to economic success. The Liverpool city region can up its game dramatically, build on the truly excellent progress already made in regeneration and place itself ahead of every other UK city to reap the benefits of the Copenhagens, Stockholms and Frankfurts of this world."

LOCAL TRANSPORT PLAN
MERSEYSIDE



The Merseyside Transport Conference 2008

Merseyside's second annual Transport Conference brought together more than 200 people representing public and private sector organisations that are playing a key role in planning for a sustainable transport future across the city region.

Delegates packed into Liverpool Town Hall on October 23 for the conference, which examined transport for a growing city region and highlighted a range of issues that need to be tackled in the future – such as traffic growth and climate change.

Debate at the event centred around managing the increased need to travel without creating unacceptable traffic growth. Keynote speakers included Neil Scales, Chair of the Merseyside Transport Partnership; Joanne Jennings, Chief Executive of Liverpool One; John Whitelegg, Professor of Sustainable Transport at Liverpool John Moores University; and Phil Redmond, Deputy Chair of the Liverpool Culture Company.

For a full report on the conference, please visit <http://www.transportmerseyside.org/ltp/merseyside-annual-transport-conference.html>



TravelWise Award 2008 best sustainable transport initiative

This award recognises the initiative that leads the way in promoting a sustainable transport system in Merseyside by effectively accommodating people's travel needs and supporting the economy, while simultaneously benefiting the environment by helping reduce congestion and carbon emissions.

Winner:
Liverpool Primary Care Trust (PCT) Healthcare

Network Liverpool PCT's scheme will improve access to crucial healthcare services by incorporating accessibility into the assessment for new healthcare locations and securing a 15-minute walk time to these services. The PCT's Accessibility Audit findings have been incorporated into the development of a new health service plan for the city, which promotes fair access to healthcare services for everyone.

TravelWise School Award 2008 - best school travel plan

Initiatives in this category help to encourage and support the use of sustainable travel to school to reduce local congestion, assist in road safety and also help tackle health and obesity problems.

Best Overall School Travel Plan:
St Christopher's Primary School, Speke.

Staff, parents and pupils at St Christopher's are committed to the school's Travel Plan, and have achieved a 27% reduction in car use with an increasing number of children walking to and from school.

Best High School Travel Plan:
**St Margaret's CofE High School,
Aigburth Road, Liverpool**

St Margaret's aims to increase cycling to school to 10% by 2011, and decrease the number of pupils travelling to school by single occupancy car. They have increased bus use and cycling to date with a package of cycle storage and Merseybike one-to-one cycle training, and including environmental awareness and healthy living topics in curriculum delivery.

Best Primary School Travel Plan:
West Kirby Primary School

The school has successfully developed and maintained two walking buses, and launched a third. West Kirby Primary School now has the first fully trained mobile walking bus school crossing patrol volunteers in the country. The school's travel plan has played an important part in the school recently gaining Healthy School status and a Green Flag from the Eco Schools Scheme.

Going the Extra Mile Award 2008 for outstanding customer service by an operator

It is the day-to-day duty of an operator to provide the best service possible, but the organisation was keen to reward those bodies that went 'beyond the call of duty'.

Winner:
Merseyrail

Merseyrail has consistently improved punctuality and customer satisfaction, delivered support for big events, addressed maintenance issues, increased capacity and improved service standards during 2008. Services were strengthened to cope with extra demand during a number of high profile special events such as the Grand National racing festival, the Open Golf Championship and the Tall Ships visit to Liverpool. Merseyrail also has the highest percentage of secure stations of any UK train operator.

Highly Commended:
Formby Taxis and Key Travel

Formby Taxis and Key Travel are committed to improving driver training. They provide transport for vulnerable adults and children on behalf of Sefton Council's social services department, and all drivers are trained to NVQ Level 2 in driving road passenger service vehicles. They are proud of their drivers' excellent communication, customer service and pastoral care skills.

TravelWise Development 2008 good transport design in a new building/scheme

This award recognises the scheme that supports regeneration and strengthens the public transport infrastructure by helping people to reach their destination easily, while making a range of transport options available to them.

Winner:
Iliad Developments Group

Property developer the Iliad Group has integrated a sustainable Transport Plan into the design and delivery of three separate apartment developments in the city centre - to reduce unnecessary car use and encourage the use of public transport, cycling and walking. The Jugglers Yard, Elysian Fields and Levers Court developments have been designed with designated cycle parking, extra wide lifts to allow cycles to be taken into the apartments, and enhanced lighting and smooth pavements to enhance cycle use - and handover packs given to all residents include walking and cycle maps of Liverpool, local bus timetables, cycle discount vouchers and free travel on bus services around the city.

Going that one step further – award winners recognised



Merseyside Transport Award winners with Phil Redmond (centre), Professor Michael Parkinson, Director of the European Institute for Urban Affairs, Liverpool John Moores University (far right), and Cllr Jean Quinn (fourth right).

The second annual Merseyside Transport Awards proved a great opportunity to celebrate the innovative work under way across the region to create a sustainable transport future.

A highlight of the 2008 Merseyside Transport Conference, the awards were presented by Professor Phil Redmond, Deputy Chair and Creative Director of the Liverpool Culture Company, and the quality of this year's nominations - from individuals, schools and organisations - was outstanding.

The winners were chosen because they are consistently going that 'one step further' in helping create a more accessible, affordable, convenient, reliable and environmentally-friendly transport network and travel habit in the city region.

Cllr Jean Quinn, chair of the Merseyside Strategic Transportation and Planning Committee, said: "All the entrants deserve congratulations, as every scheme plays an important role in helping Merseyside to successfully deliver a transport plan of exceptional quality for the people and businesses of the region."

TravelWise Organisation 2008 best travel plan

This award recognises the initiative that helps promote real alternatives to people who would normally drive, by developing public transport as the smart, convenient and eco-conscious way to travel.

Winner: University of Liverpool

One of the region's biggest employers, Liverpool University has taken a comprehensive approach to travel planning and reduced car use by 7% last year. This has been made possible with the introduction of the university's travel plan and car park charging scheme. The university has implemented tax-free cycle loan schemes for staff members, provided improved, secure cycle storage and a shared-use pedestrian and cycle route. Keen to work collectively, the university is starting a Transport Partnership with neighbouring institutions.

Outstanding Achievement: National Wildflower Centre, Knowsley

The National Wildflower Centre has increased sustainable travel by visitors through an information campaign and innovative schemes to enable access to events for those who do not have cars. The approach has increased visitor numbers without increasing the number of cars used to get there. The centre has also offered travel bursaries to schools and community groups to encourage them to use public transport or coach hire when visiting.

Freightwise Award 2008 - best freight initiative

This award recognises achievements in improving the impact of moving goods in Merseyside.

Winner: MerseyWaste Holdings Ltd (MWH)

Drivers are the biggest single influence on a vehicle's fuel efficiency, and, in a bid to reduce its transport fleet's fuel consumption and associated CO emissions, MWH has introduced a highly successful fuel efficient driving initiative - which has resulted in massive reductions in fuel use, cut carbon emissions and helped reduce the impact of waste collection services across Merseyside.

BikeWise Award 2008 - best cycling initiative or achievement

This award is for the initiative that makes cycling a more appealing option - whether by providing access to bikes, offering safe cycling training programmes, opening or improving cycle routes, or providing more cycle parking spaces.

Winner: Merseyside Fire and Rescue Service

Merseyside Fire and Rescue Service has introduced a number of initiatives to increase cycle ownership and use among its workforce and the wider community. The Service's Travel Plan has encouraged a 'bike pool' at its headquarters, and a cycling team regularly organises group bike rides. More than 150 staff - around 10% of the workforce - joined the Cycle2Work scheme, and Bike2Work Week offered prizes for participants. Competitive and charity fund-raising cycling events were organised as part of the city's Capital of Culture World Firefighter Games.

WalkWise Award 2008 - best walking initiative or achievement

This award recognises the initiatives that promote better opportunities for people to walk - including providing a safer environment, more attractive and cleaner footpaths, easier to access rights of way, more traffic-free zones, etc.

Winner: Dawpool CofE Primary School, Wirral

As a result of severe congestion problems in the area, the school worked hard to create a detailed travel plan. Two junior road safety officers have been very busy raising the profile of safer routes to school, and helped reduce safety problems caused by parents parking illegally on the zigzag lines by more than 90%. The school's first walking bus reduced the number of cars in the immediate vicinity, greatly decreasing congestion and also contributing to the school's Healthy School status.



Work set to start on strategic gateway scheme

A major project to improve the most important route into Liverpool city centre looks set to start early in the New Year.

The Hall Lane Strategic Gateway scheme will provide a much-improved route for vehicles entering Liverpool from the east via the M62. By taking traffic out of residential areas, the scheme will reduce the environmental impact caused by heavy traffic and improve safety for pedestrians. It will also support the Local Transport Plan by creating better opportunities for people to walk, cycle or use public transport.

The new route will be mostly dual carriageway, with a new junction at West Derby Street/Crown Street and an upgraded junction at Low Hill, to improve traffic flow. As well as increasing capacity for traffic entering and leaving the city centre, extensive landscaping will enhance both the local and citywide image.

Pedestrian facilities will be provided at all traffic signal controlled junctions and cycling facilities are also being introduced, along with extra safety features, such as better lighting and CCTV cameras.

The route has been the subject of a public inquiry and the scheme has planning approval – a contractor has been selected and work is scheduled to start early in 2009, subject to full funding being confirmed. Funded by the Department for Transport, the European Regional Development Fund and the Local Transport Plan, the project will be completed in Autumn 2010 and will link up with Edge Lane West.

Local survey shows trips by car are falling

How other city regions are dealing with traffic congestion



For the first time since surveys began, there has been a fall in the number of trips made by car in Merseyside. A count of vehicles into Liverpool City Centre in the morning shows that the number of trips taking place overall has increased as a result of regeneration.

Encouragingly, those travelling by bus, train, cycling and walking are almost double those driving in. Achieving a higher level of sustainable travel choices to make these extra trips is key to regenerating the Liverpool City Region, both to protect the ease with which goods and people can move around and also to help protect the environment, locally and globally.

According to the latest Merseyside Countywide Household Travel Survey (CWS), commissioned by the Merseyside Transport Partnership, the share of trips made by car was 38%, down 2% since 2005/06.

The survey, involving more than 2,000 households across Merseyside, revealed that the proportion of public transport users who had a car available as an alternative mode grew from 14% in 2005-06, to 21% in 2008. This supports survey data that says for 21%, public transport is now the mode of choice rather than necessity, and reflects significant

improvements in public transport quality made in recent years.

Merseyside has seen increases in the car ownership and availability, but this growth appears to have reached a plateau as levels have become more in line with other UK regions. In 2008, 36% of households have no cars generally available, compared to 35% in 2005-06.

The number of people experiencing difficulties travelling around the region has increased, highlighting the need for accessible travel options to make getting around easier for everyone.

The CWS is conducted annually and the data produced offers a snapshot of the current travel patterns of Merseyside residents. Interviewers visit a random sample of households within each of the Partnership's five local authority districts.

The CWS results will help transport planners understand transport behaviour and shape services for the future.

The Local Transport Bill

The Local Transport Bill has completed its progress through Parliament and received Royal Assent on 26th November.

The legislation aims to give local authorities greater local freedom and choice, with increased flexibility and powers to deliver better bus services and a more integrated transport system tailored to local needs. In particular, it will:

- give local authorities the right mix of powers to improve the quality of local bus services
- allow for the creation of an influential new bus passenger champion
- give local authorities the power to review and propose their own arrangements for local transport governance
- update existing legal powers so that, where local areas wish to develop proposals for local road pricing schemes, they have the freedom and flexibility to do so.

The Bill completed its House of Commons stages on October 27, when various Government amendments were accepted. A letter from the Bill Minister, Paul Clark MP, explains the amendments – to read the letter, visit www.dft.gov.uk/localtransportbill.

The Merseyside Transport Partnership



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