



Merseyside Transport Partnership Annual Progress Report 2013/14

A New Mobility Culture for Merseyside

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

LOCAL TRANSPORT PLAN
MERSEYSIDE



Public
Transport



Goods



Walking



Cycling



Traffic

Did you know?



supporting the transport network



a total of **£26,531M** was spent on maintaining Merseyside's transport network in 2013/14

↑6%

increase on the amount spent during 2012/13

increase in cycling of

↑45%↑

from 2006/07



cycling financial benefits

1%

for example if **1%** of Liverpool residents received cycle incentives to increase cycling levels



which can cost as little as **£50,**



this would save the NHS **£370,440** over a 10 year period



cycling health benefits



if **20%** of the Merseyside population cycled regularly...



the number of people who would benefit from this level of cycling is **265,000**



and could save **660** lives a year



emissions reduction

down by



the same as



having **43,276** fewer car journeys on the road



helping unemployed find work



Support for **15,000** unemployed people to get to work, education or training

70% still in work, education or training after 3 months

You can find more information about the Local Transport Plan and a copy of this annual report on our website at www.transportmerseyside.org

Forward

Once again, excellent progress has been made in improving the local transport network, as a key component of sustainable economic growth. This progress report summarises some of our main achievements in what continues to be financially challenging times. Looking back at progress with the delivery of the transport programme over the past year we can report positively on the following:-



- The success of a pilot project to reduce the cost of travelling by bus for young people, which will be rolled-out across Merseyside shortly.
- In October, the city region was designated as a Better Bus Area, securing £2.7 million from the Department for Transport to improve bus services in some of the Liverpool City Regions (LCR) most deprived areas.
- The city region's success in August in securing over £800,000 from the Department for Transport's Clean Bus Technology Fund, to reduce pollution levels from 59 local buses.
- Funding was secured from the Government's Office for Low Emissions Vehicles (OLEV) to install 124 electric car charging points across the city region, in support of our goal of reducing carbon emissions from transport.
- Work began in January on Sefton Council's £19.5m Broom's Cross Road – Thornton – Switch Island link which will provide a bypass of the communities living along the existing route.
- Colleagues in Halton received confirmation from government of a £270 million guarantee for the Mersey Gateway Crossing to enable works to start.

In 2013, the Liverpool City Region (LCR) established a Local Transport Body to oversee the prioritisation of major transport schemes in response to the Government's planned devolution of funds and decisions. A shortlist of major schemes was agreed last summer, which are now being developed in greater detail. These schemes have since been included within the City Region's Strategic Economic Plan (SEP), with the aim of securing further funds from the government's £2 billion local growth fund from April 2015 onwards, into which significant funding has been made available by the Department for Transport.

In addition, during the summer of 2013, the transport partnership supported the Liverpool City Region's proposal to develop a Combined Authority model of governance, linking up transport, economic development, skills and housing. This brings together the transport responsibilities of Halton Borough Council, Merseytravel and the Merseyside local authorities within one single body for the first time and formalises many years of joint working between Merseyside and Halton. Whilst the Combined Authority came into being on the 1 April 2014 this report deals with the year prior to this date. We are now entering the final year of delivery for this Local Transport Plan. Major changes have been made to the way that transport is funded and governed locally and we will continue to work with all partners to ensure that transport is at the heart of the future growth of the city region. I hope that this summary provides a helpful flavour of the wide range of transport activities underway across Merseyside and the wider Liverpool City Region and that we are well placed to meet this challenge head on.

A handwritten signature in black ink, appearing to read 'F. Rogers'.

**Frank Rogers, Deputy Chief Executive Merseytravel and
Chair Liverpool City Region Transport Advisory Group**

Background

This annual progress report (APR) covers the third year of the four year LTP. The Partnership has a long history of working collaboratively to deliver a high quality transport network that provides vital support for the continuing development of Merseyside. The report highlights our main achievements in delivering a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.

This document and further case studies are available at www.transportmerseyside.org

Overview of the APR

Table 1 below shows how our transport funding was invested in 2013/14. We also secured additional funding from a number of external sources including Department for Transport, internal authority resources and private developers.

Table 1 **Transport Investment in 2013/14**

LTP Expenditure 2013/14 (£000s)*						
LTP Priorities	Knowlsey*	Liverpool	Sefton*	St Helens*	Wirral*	Merseytravel
a) Active Travel	43	967.9	372	283	313	0
b) Safety and Security	251	540	412	201	410	0
c) Efficient and accessible use of Highway Network	150	684.4	185	81	0	0
d) Reduce congestion and pollution	100	893	160	0	309	0
e) Support for public transport	57	0	0	0	0	6581
f) Studies	90	22	84	0	232	0
Total ITB	691	3107.3	1213	565	1264	6581
g) Maintenance	3004	1663	2355	1773	4315	0
Grand Total	3695	4770.3	3568	2338	5579	6581

*Figures are indicative pending final confirmation from partners on confirmed expenditure.

From the table above, it can be seen that the Merseyside Transport Partnership (MTP) spent a total of £26,531m in 2013/14, of which £13,421m was from the Integrated Transport Block and £13,110 m from maintenance funding. The partnership was also successful in attracting over £17m in additional external funding to support the LTP programme. This additional funding came from a variety of different sources including Sustrans, funding from the Local Sustainable Transport Fund, private developers, local authority contributions and funding from the Department for Transport.

Measuring Our Success

It is essential for the MTP to have the ability to measure its performance in delivering the LTP, to both identify successes and address any shortcomings. This has been achieved with a set of focused, clear and measurable performance indicators that provide accountability and incentives for improvement and can also help deliver better value for money as new ways of working are sought to maximise performance. Above all, these performance indicators are essential for the partners to demonstrate the effective delivery of transport to support the economic growth of the city region. This will be increasingly important given the changes that are taking place in the way transport is governed and funded in the future.

For LTP3, we have developed a set of locally relevant performance indicators designed to provide a clear measure of our performance and delivery. Indicators have been grouped into two categories designed to provide a clear measure of performance and delivery, whilst a third provides a useful source of monitoring information. Table 2 sets out progress against each of the indicators.

Table 2 Measuring Our Success

The red, amber, green notation in the table is used to indicate progress with each indicator. Green means good progress is being made, amber indicates progress is slow and is a cause for concern while red indicates that this indicator is currently not meeting its target.

Merseyside Target Performance Indicators	Progress 2013/14*
Cycling – Index of Usage	Exceeded committed target for 2014/15. Cycling on Merseyside has increased by 45% since 2006/07
Principal Road Condition	Data collection is ongoing.
Non-Principal Road Condition	Data collection is ongoing.
Total Killed or Seriously Injured Casualties	Road casualties across Merseyside are in decline although there have been some signs of increase during the last few years.
Child Killed or Seriously Injured Casualties	This indicator is slightly over target.
Public Transport Customer Satisfaction	Recent surveys show 88% of passengers satisfied with bus journeys.

Limit current number of car parking spaces available in Liverpool City Centre	Total number of spaces nearing the cap. Will need to be reviewed in line with wider city centre developments
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Merseyside Traffic Light Performance Indicators	Progress 2013/14*
Access to services and opportunities	Access to employment, education, shopping and leisure remains high. Access to healthcare is an issue in some areas.
Traffic flows into centres	Car mode share has fallen in 4 of 6 centres, though total inbound traffic has also fallen in all centres
Mode share of journey to school	No longer collected
Estimated emissions from transport	Total pollutants have fallen across all emissions types
Public transport patronage (bus)	Overall passenger numbers have fallen but patronage levels remain relatively good when compared with trends across other metropolitan areas and given current economic conditions
Public transport patronage (rail)	Following strong year on year growth, rail passenger numbers have fallen for the first time since 2002/03. This may be a consequence of phased closure of loop line stations for refurbishment.
Journey times on designated routes	Updated figures should be available mid June.

* Data collection for the LTP indicators is ongoing and will be updated once figures are available

We believe that we have to use our past successes to create a new mobility culture. This recognises the need to find more sustainable ways of travelling and ensure the efficient movement of people and goods. It will support sustainable economic growth, reduce carbon emissions and promote health and wellbeing. Over the following pages, we highlight our main achievements During 2013/14 under each of the LTP goals.

Goal One

Helping create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region and the Local Enterprise Partnership

From 2015/16, the way in which transport is funded, delivered and governed will change. Our aim is to ensure that transport is a key component of the Liverpool City Region Local Enterprise Partnership (LEP) and that the LEP is recognised as the statutory framework for all transport considerations. Steps need to be put in place now to embed transport at the heart of the new structures being put in place across the city region. This will be done in conjunction with the Growth Deal; a partnership between the Government and the LEP, as part of the Local Growth Fund process. As part of this, the city region created a Local Transport Body to produce a list of major transport schemes to be included as part of the Growth Deal. A total of 36 schemes have been identified with 12 being shortlisted to progress to full transport business case development. This will enable the city region to make decisions on which schemes to provide funding for.

The Local Growth Fund (LGF) is a £2bn pot assembled from existing resources for 2015/16. The fund will also have a further £5bn of transport funding from 2016-17 to 2020-21 to 'enable long-term planning of priority infrastructure'.

All LEPs have developed a Growth Plan and Strategic Economic Plan (SEP), which will be used to broker a "deal" with Government. The SEP must be based on strong rationale, value for money and partnerships for delivery. It is for each LEP area to decide how to make best use of all the available resources and levers, but they will have to give consideration to:

- Demonstrating wider commitment to growth
- Aligning or pooling local authority capital and revenue spend on growth
- Effective collaboration on economic development
- Maximising the synergies with wider local growth programmes

The Liverpool City Region SEP was lodged with Government on 31st March 2014. It is structured around the development of a Freight and Logistics Hub for the City Region, and ambitions to be centre for Low Carbon Energy generation.

The Government and LEP will now negotiate a Growth Deal on the basis of the SEP, whereby the Government will respond to the offers made in the SEP. This is expected in summer 2014. Further details are available at:

<http://www.liverpoollep.org/pdf/LCR%20Growth%20Plan%20Offers%20and%20Asks%20Final%20Submission.pdf>

Successful Delivery - Supporting Economic Growth

Thornton – Switch Island Link Major Scheme



Full Approval for a new road link in Sefton linking Thornton and Switch Island was granted in November 2013.

The new road is needed because there has been a problem with traffic congestion at peak times on the Northern Perimeter Road, Lydiate Lane and Green Lane for many years. This affects the quality of life of local communities living along these roads, as well as having wider economic and environmental impacts. The new road will:

- Reduce traffic congestion on the local highway network, with resulting improvements in environmental quality;
- Improve local access, safety, public transport, walking and cycling on the local highway network;
- Provide local environmental improvement for communities along Green Lane, Lydiate Lane and the Northern Perimeter Road;
- Improve access to Southport from the motorway network;
- Improve access to development sites in south Sefton and to the Port of Liverpool.

The new road will be 2.6 miles long single carriageway road between the A565 Southport Road, Thornton and the M57/M58 Switch Island junction, bypassing the local communities of Netherton and Thornton north of Liverpool. Work started on site in January 2014 and is due for completion in December 2014. The total cost of the scheme is £19.5m with the Department of Transport contributing £14.5m of the total costs.

Cllr Peter Dowd, Leader of Sefton Council, said: *"This is a landmark moment in the history of Sefton and marks the culmination of decades of calls for a link road solution in this area. The road will reduce journey times for thousands of motorists every day while reducing congestion and improving the quality of life in the communities of Netherton and Thornton. Combined with new housing and employment opportunities in years to come, the road will encourage investment and hugely improve the economic viability of the borough for future generations."*

Goal Two

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

During 2013/14, the MTP developed and produced a LCR E-Mobility strategy. The strategy aims to speed the uptake of electric vehicles across the region and includes an overview of activity relating to electric vehicles from across the UK.

The strategy sets out an action plan of eight initiatives which target the areas where a transfer to electric vehicles has the biggest impact, due to journey types, frequencies and visibility. The initiatives will be phased to enable revenue and capital to be built up using a range of funding opportunities and teams of resource. The eight initiatives which the partnership will look to deliver over the next 10 years are:

- Electric Vehicle fleet trial
- Developer focus
- E-car club and e-mobility hub development
- E-taxi scheme
- E-tourism
- Marketing and Communications
- Charging point installation linked to Recharge network
- E-freight and logistics

The roll-out of electric charging infrastructure in the region is underpinned by the E-Mobility Strategy. The MTP was successful in securing £465,000 from Government for the installation of electric charging infrastructure across the city region. The success of the partners in securing this funding has added significant value to a small amount of LTP funding made available, growing the total funding for this project to £620,000.

In August, the city region secured over £800,000 from the Department for Transport's Clean Bus Technology Fund, to reduce pollution levels from 59 local buses by the retrofitting of older buses with devices that significantly reduce harmful emissions which are one of the leading causes of poor air quality across the city region. This is something we are looking to build upon going forward.

Delivering Success - Low Emission Transport System

Electric vehicle charging infrastructure



The Liverpool City Region was successful in a bid to the Office for Low Emission Vehicles (OLEV) Electric Charging Infrastructure Grant Fund bid to provide electric vehicle charging points across the Liverpool City Region and West Cheshire.

The bid was led by Merseytravel on behalf of Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral and Cheshire West and Chester Councils, and will see a total of 62 charging posts installed across the region, at a range of different locations from rail stations to council depots and at several NHS facilities in the LCR.

The publically available charging network has been named Recharge. For further details including locations please see – www.merseytravel.gov.uk/recharge

Goal Three

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

In April 2013, the partnership, in collaboration with the Cheshire and Merseyside public health network – CHAMPS, held an event with a view to developing a new integrated approach between the transport, health and local authority partners for improving health and wellbeing and road safety in order to address health inequalities and social exclusion.

The creation of Public Health England and devolved budgets for public health provides a great opportunity to secure better health outcomes. Transforming our cities through making walking and cycling the preferred choice for short local journeys provides a cost effective way to deliver a range of health and wellbeing benefits; not to mention hitting our key transport goals of creating growth and cutting carbon at the local level.

The partners spent in the region of £3.5m of LTP funding supporting safe and active travel and secured additional funding to support walking and cycling.

The partners continue to deliver the Bikeability programme in Merseyside primary schools to Years 5,6,7,8 &9 pupils, giving schoolchildren road skills and increased confidence, helping to make them more 'road safe'. More than 11,000 children have received the training across Merseyside this academic year.

Schools continue to participate in the long established Walk to School week campaigns in May and October. In 2013 over 35,000 families from 170 primary schools across Merseyside took part in May's Walk to School week.

Significant improvements have been made to Merseyside's pedestrian and cycle networks, improving links to education, healthcare and employment sites. Merseytravel's Employers Network supports a wide range of businesses with a range of free tools and initiatives to help organisations manage their transport needs and expectations. Employers Network was set up to deliver Local Sustainable Transport Fund (LSTF) outcomes but has become a successful tool to deliver both LSTF and LTP related projects. They can sign up at www.LetsTravelWise.org/EmployersNetwork

A programme is being delivered with Wiser Solutions and Hope Place to provide pool bikes for local residents. The pool bikes enable the groups to deliver cycle initiatives to support residents to broaden their travel horizons and promote cycling as a low cost mode of travel. The added benefit of this is to help improve the health and wellbeing of residents in areas of Merseyside that have some of the highest health inequalities.

In addition to this, apprentices and jobseekers have been provided with a cycle package aimed at moving them into employment. This includes the provision of a bike, safety equipment, training and maintenance course to enable them to access the training course

they are attending, future employment and access other services and leisure activities. This has the added benefits of improving their health and wellbeing and expanding travel horizons. Cycling training and maintenance sessions continue to be available for all residents and there is a targeted programme for lower income employed workers. Almost 1,000 people have attended the sessions across Merseyside since April 2013.

Cycling and sustainable travel activities are promoted through the TravelWise website www.LetsTravelWise.org

The Merseyside Road Safety Partnership has developed action plans setting out initiatives to improve the safety of the groups most at risk of being killed or seriously injured. The action plans cover:

- Cyclists
- Adult pedestrians
- Senior road users
- Motor cyclists

The partnership has 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.

Bikesafe, a course designed to improve the safety of motorcyclists continued to be delivered with 64 attendees at 6 workshops in 2013. The course has had a positive impact on those who have attended and this is something we want to build on and promote in the future.

Led by Merseyside Police and supported with LTP funding, work has started on the replacement of Merseyside's speed cameras.

Delivering Success – Improved Road Safety

Princes Park Roundabout - Cycle and pedestrian improvements to the roundabout on Radial Route 9A of the city's cycle network



(Before improvements)



(After improvements)

Liverpool City Council made a successful bid to the DfT's Cycle Safety Fund for £300,000 to carry out major improvements to the Princes Park roundabout at the Sunburst Gates, at its junction with Kingsley Road, Princes Avenue and Princes Gate East and West.

The scheme aims were to reduce the risk of collisions in the area, particularly those involving cyclists. The junction is heavily used by cyclists for commuting into the city centre and cycle counts showed that approximately 17,600 trips are made by bike through the junction per month. Consultation on proposals was carried out with local residents and a number of interest groups, including the Friends of Princes Park, Granby 4 Streets Community Land Trust, Merseyside Cycling Campaign and Liverpool's Cycle Forum subgroup.

The scheme works included carriageway resurfacing, improved drainage, measures to reduce vehicle speeds (road humps and a reduction in the roundabout radius), new zebra crossing, footway improvements to enhance cyclists' visibility and an improved bus stop with new shelter. The opportunity to complete additional maintenance in the same area was taken while the works were on-site, maximising the benefits from the scheme.

Dr Katy Gardner, Chair of the Friends of Princes Park, said: *"We at the Friends of Princes Park have, for many years, been concerned about the roundabout and crossings by the Sunburst gates, both for the safety of pedestrians and for cyclists. Many local residents have raised this with us at our meetings. A large number of our members are keen cyclists, so we are delighted with the proposals made and that our comments have been listened to."*

Delivering Success – Improving Rights of Way, Wirral



(Limbo Lane)



(Roman Road)

In a joint venture with public health, Wirral used LTP funding and funding from the Public Health Outcomes Fund to improve a number of footpaths and bridleways across the borough.

Work was completed in time to coincide with May's month-long Wirral Walking Festival, which attracted walkers of all ages and abilities into the borough.

Cllr Chris Meaden, Wirral Council Cabinet member for Health and Wellbeing, said: *"It is a major priority for us to improve the health and fitness of residents and reduce the health inequalities that exist in the borough. Walking and cycling are two significant things that people can easily do to improve their overall wellbeing, so ensuring our public paths and rights of way are accessible to the majority of residents and visitors is a significant step forward."*

The Public Health Outcomes Fund, supports initiatives that will make a positive impact on the health and wellbeing of the Wirral population, such as the surface improvements to bridleways in Limbo Lane, Irby, between Thingwall Road and Arrowe Brook Lane and Roman Road from Prenton to Storeton.

Priority was given to those routes connecting residential areas with the countryside and routes that currently connect communities but are under-used because of accessibility issues.

Considerable feedback from members of the public have proved the projects have been welcomed and well received.

Goal Four

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

Problems with transport provision and the location of services can reinforce social exclusion by preventing people from accessing key local services and undermine government policies to tackle worklessness, increase participation in education, reduce crime and narrow health inequalities. In the current economic climate it is even more important that people can get to job interviews or to work, or attend college or training.

A report from the House of Commons Environmental Audit Committee examined the impact of initiatives designed to improve access of service and found that despite some successful projects being delivered there is much more to do to improve access to key services and opportunities.

In March 2013, the Department for Transport published a Door to Door Strategy which describes the Government's vision for integrated sustainable journeys. The strategy focuses on four core areas which need to be addressed so that people can be confident in choosing sustainable modes of transport:

- accurate, accessible and reliable information about different transport options for their journey
- convenient and affordable tickets, for an entire journey
- regular and straightforward connections at all stages of the journey and between different modes of transport
- safe and comfortable transport facilities

The Door to Door Strategy reinforces the approach the partners have adopted to ensure equality of travel opportunity across Merseyside. Local people must be fully supported in accessing employment and other opportunity. It is imperative to make the necessary investment in the LCR's transport services and infrastructure in order to not only meet the challenges of inequality and social exclusion, but also to support local people in achieving their full potential and unlock the full economic potential of the city region.

In October, the city region was designated a Better Bus Area, securing £2.7m of funding to improve public transport links to key opportunities for some of the city regions most disadvantaged communities. Further information on the Better Bus Area is available here:

http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/Liverpool%20City%20Region%20BBA%20Application%20Form_July%202013.pdf

Alongside this, the partners Local Sustainable Transport Fund funded projects such as Travel Solutions are providing added value to LTP funding being used to deliver infrastructure improvements as described in Goal 3.

A pilot project introduced by Merseytravel to address the affordability of transport for young people proved to be so success that it has now been rolled out across Merseyside. As part of this Merseytravel, local authorities and transport operators have pledged to work together to find a long term solution to address the affordability of transport for young people.

Delivering Success – The Affordability of Transport

Young People's Affordability Project



Merseytravel's Young People's project follows on from a successful young people's affordability pilot. Working with secondary schools, apprenticeship schemes, universities, and further education providers to support young people to access education or training. The project focuses on those young people with the most need with a particular

focus on young people with low attendance. Young people have been provided with a free bike or a term's free pass. Additional support has been provided in school such as personal journey planning and infrastructure grants. Evaluation from one school – Broadgreen International School showed that 98% of those students that received support with transport costs a marked improvement was recorded in their attendance and punctuality. Students arrived at school on time and on a regular basis.

Headteacher Sally Beevers said:

"We are grateful for Merseytravel's support, which has had a positive impact on our students. Their generous offer of travel passes for some of our students who have very poor attendance and punctuality has demonstrated that high public transport costs for young people can be a barrier to attending school when household income is low. We want to see these good patterns of attendance continue and will commit further school funding to ensure this happens."

The impact of the project is not just around transport, but those students life chances are significantly improved through greater attendance A key part of this work has been to work in partnership with the education providers, who have used their pupil premium and bursary monies on transport to provide additional support to the project.

Goal Five

Ensure the transport network supports the economic success of Merseyside by the efficient movement of people and goods

The partners have continued to deliver schemes designed to relieve congestion on the highway network through highway infrastructure improvements and active traffic management infrastructure.

To support this, Knowsley Council secured £1.365m of Local Pinch Point Funding for junction improvements on the busy A5300 Knowsley Expressway to relieve congestion.

Liverpool City Council and Merseytravel have commissioned a Liverpool Strategic Investment Framework (SIF) Movement Study to:

- to maximise accessibility
- to facilitate economic growth and the SIF vision
- to create a place that works in both transport and quality design terms
- to balance competing demands
- to create a sound evidence base for action

In the Better Bus Area, covering Knowlsey, St Helens and Halton, the partners have agreed a programme of infrastructure works to tackle pinch points on the road network where issues of congestion and manoeuvrability contribute to bus delays.

This will be complemented by measures to improve bus stops and shelters in the area and improved information provision including the roll out of Real Time Passenger Information.

Delivering Success – Relieving Congestion

A57 Warrington Road/ Jubits Lane/ Wilmere Lane Junction Improvement Scheme



The junction of A57 Warrington Road, Jubits Lane and Wilmere Lane is a simple crossroad located on the borough boundary between St Helens and Halton Councils and forms part of the transport corridor serving the proposed 17/33 Quality Partnership Service scheme.

Whilst this junction has the benefit of traffic signals, there are a number of problems with the junction that slows traffic down and causes severe delays, particularly to bus services. The narrow width of the road affects traffic crossing the junction and this reduces the number of vehicles that are able to use this junction.

As a result, bus journey times are increased, affecting their reliability which in turn can

present a threat to the number of people using bus services. This junction therefore has been identified as being an unnecessary constraint on what has been designated as a bus priority corridor.

As part of the Better Bus Area, approval has been given to St Helens to upgrade this junction to increase capacity at the junction to improve the flow of traffic at a total cost of £273,000. This will include upgrading the traffic signals to Wi-Fi enabled capability with bus priority measures included.

The movement of freight is a key element of the LTP and supports the Growth Plan vision for the city region to be a freight and logistics hub. To support this, the partnership completed stage one of a two part LCR Freight Study.

The Stage 1 study reinforced the importance and potential value of freight and logistics for the City Region, both in the short term up to 2020 and for the longer term. It also confirmed and provided further evidence for the need for additional capacity on both the road and rail network, particularly in areas outside the City Region. The results of the Stage 1 study have been presented to the Freight Technical Group, the SUPERPORT Freight and Stakeholder Forum and the Liverpool Chamber of Commerce Transport Committee. Scope for a Stage 2 is now being considered with a view to going ahead in summer 2014 subject to approvals.

Work continues on partnership work with Liverpool John Lennon Airport to review surface access issues. Aligned with the LEP Growth Plan priorities and the airport master plan and its commercial aspirations, a new surface access strategy / delivery plan will be produced. This will outline the background to the airport and its growth prospects, what surface access improvements need exploring, why these are needed, and lastly delivery mechanisms and next steps.

Delivering Success – Efficient Movement of Goods

ECOSTARS



This is a fleet accreditation scheme which rates vehicles and operating practices using simple rating criteria to recognise and promote levels of environmental and energy savings performance. Operators then receive tailor made support to ensure their fleet is running as efficiently and economically as possible, to help them progress to higher ratings within the scheme. A two-year Defra funded ECOSTARS scheme is being implemented in Sefton for traffic accessing the Port of Liverpool, over the period of 2013/14 and 2014/15.

Goal Six

Maintaining our assets to a high standard

The importance of a well-functioning transport system to the future growth of the city region cannot be overstated. It requires ongoing investment in new and additional infrastructure, comprehensive maintenance programmes and schemes which can relieve issues of congestion and delay, including better traffic and information management.

The large amount of investment taking place in major transport-related projects such as SuperPort, the Mersey Gateway and the expansion of 3MG will increase freight distribution activity in the city region, the proposals for HS2 will also aid freight movements in the region. Major development of regeneration schemes such as Liverpool Waters and Wirral Waters will require improvements to be made to the local and strategic highway network, it is therefore necessary to deliver improvements to the local highway network that can accommodate these additional traffic movements and facilitate wider connectivity to other parts of the country. Without such improvement, the future success of these and other schemes may be compromised.

LTP funding has primarily been spent on Carriageway maintenance and Street Lighting replacement.

Delivering Success – Knowsley Council

Maintaining the Network








Knowsley Council recently came second in a national independent survey that measures public satisfaction with highways and transport services. Knowsley has been ranked second out of 70 local authorities in the National Highways and Transport (NHT) public satisfaction survey 2013. The survey measures general satisfaction with road and transport conditions, as well as more specific aspects such as gritting during winter, street lighting and dealing with illegally parked cars. The survey also asked residents about how they travel and their experiences, such as how easy it is to get to local services and the quality of public transport and cycling facilities. Cllr Dave Lonergan, Knowsley's Cabinet Member for Regeneration, Economy and Skills said:

"I'm delighted that Knowsley has ranked so high as this demonstrates that our residents are pleased with highways and transport services. Taking part in this survey is a great opportunity for us to find out what residents think about the various aspects of transport in Knowsley. It also helps us to identify our priorities for potential service improvements in the future."

Over the past year Knowsley Council has secured more than £7.5 million additional investment into its highways and transport infrastructure through competitive bidding. Almost £2 million of these funds will address the Liverpool City Regions worst congestion point on the A5300 Knowsley Expressway.

Contacts

 Knowsley Council	<p>Department of Regeneration, Economy & Skills Knowsley Metropolitan Borough Council PO Box 26, Yorkon Building, Archway Road, Huyton, L36 9FB 0151 443 2235 Email: transport.policy@knowsley.gov.uk</p>
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The Merseyside Local Transport Plan (LTP) aims to give Merseyside a safer, sustainable, efficient and integrated transport network, accessible to all.

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

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

www.TransportMerseyside.org

The Merseyside Transport Partnership



Sefton Council

