

# TravelWatch NORTHWEST

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***Winner of CILT award for best practice in passenger transport (2013)***

***promoting quality public transport.....***

Consult LJLA,  
 Freepost RTGS-GYFY-AXBZ,  
 Turley,  
 1 New York Street,  
 Manchester M11 4 AY

14<sup>th</sup> July 2017

Dear Consultants,

## **Liverpool John Lennon Airport Master Plan to 2050**

1. TravelWatch NorthWest is an independent Community Interest Company representing all public transport users in North West England. We are pleased to give our views to this inquiry. We confine our comments to access to LJLA by public transport and we broadly support the submission from the North Cheshire Rail Users Group.

2. The plan has a small section on surface access but it is encouraging that the proposals support “improvements in accessibility by non-car modes of transport to minimise unnecessary trip making by private car, for both passenger and employee-related travel. This will promote active travel, sustainable developments and minimise associated traffic impacts.”

3. “The airport is currently very well served by Liverpool South Parkway.” ***We do not agree.***

The 500 service operates between Liverpool One and the airport direct without serving the city centre and now runs via Liverpool South Parkway (LSP), giving a fast 10 minute journey from LSP to the airport. There are "slow" buses from the city centre operating from Liverpool One via Ranelagh Street with a stop at Elliot Street serving Lime Street station. There is no signage from the station towards the bus stop and these services take up to an hour for the journey (The 500 takes 32 minutes). At Liverpool One Bus Station, the 500 is just another service with no special signage to the stop.

The bus station at the airport is a line of 6 standard bus shelters with printed timetable information only. The departure board in the airport building is hidden away and on a recent visit a similar screen for train departures was blank.

Clearly bus services, especially the 500, need further promotion in order to increase usage (only about 15 passengers in each direction on a recent visit). The service ceases after 18.31 from the airport and 19.05 from the city centre.

4. We look forward to the opening of the Halton Curve and improving rail connections from a wider area including, importantly, North Wales. However another key issue, possibly overlooked, is the route changes about to happen on TPE routes which will sever direct services from Yorkshire and the North East to LSP. Whilst access will still be available it will entail a change at Lime Street or Manchester Victoria. Most Airport passengers, (particularly as Liverpool has a preponderance of Budget Airlines), have children and baggage so direct services are an important consideration. We have put to TPE the possibility of starting and finishing at least some of their services from LSP.

5. The Plan forecasts an increase in passengers of 83%, but car parking increase only 58%, so there needs to be significant investment in public transport access, perhaps a combination of light and heavy rail, as well as bus provision. Ultimately we would wish to see the Airport directly rail served.

I hope this is helpful and thank you for the opportunity to respond

Yours faithfully

*John A Moorhouse*

John Moorhouse  
Company Secretary