



Transport in the Liverpool City Region: **Update for TravelWatch**

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Agenda

- Bus Quality Partnerships
- Long Term Rail Strategy & Committed Schemes
- Rail Franchise Devolution
- HS2
- One North



Bus Quality Partnerships

Programme began in 2009 working with Arriva and Stagecoach to improve quality of services on key corridors

- Corridors covered to date are:
 - 14 Liverpool – Croxteth
 - 10/A/B Liverpool – St. Helens
 - 53 Liverpool – Crosby
 - 82/6 Liverpool – Garston
 - 471/2 Liverpool – Heswall
 - 1/2 Liverpool – Chester



Bus Quality Partnerships (2)

- On all these corridors:
 - Timetables are co-ordinated
 - Tickets are inter-available between operators
 - Infrastructure improved including new stops and shelters, real time passenger information screens, bus priority
 - Operators provide new vehicles
 - Additional publicity and targeted marketing with “Quality Bus Network” branding using “Q” logo

Quality Bus Network



Bus Quality Partnerships (3)

In Passenger Focus Bus Satisfaction Surveys, the Quality Partnership services have received higher levels of satisfaction than other services

The Liverpool City Region Better Bus Area proposal includes a number of additional Quality Partnership services. The first to be implemented should be an improved co-ordinated service between St. Helens and Widnes provided by Arriva and Halton Transport





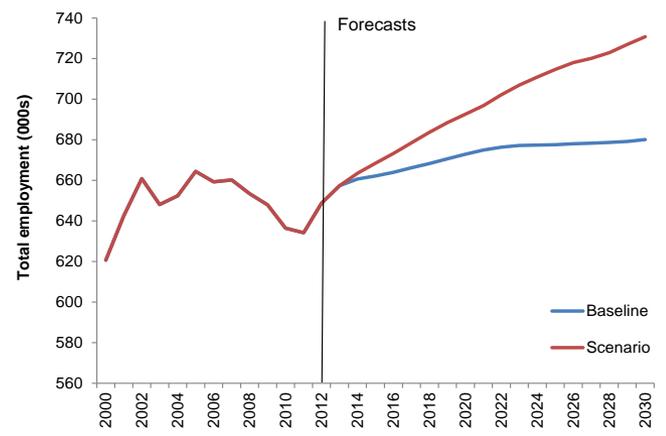
Importance of Rail to Liverpool City Region

Economic changes have seen a concentration of high value, high GVA employment in the regional centre

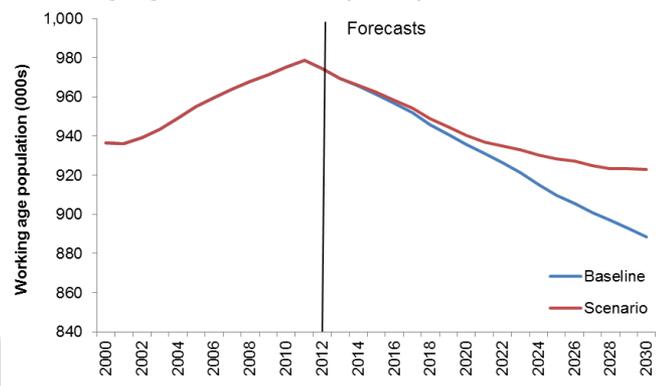
This will be accelerated as a result of committed schemes and policy developments

LCR will be increasingly dependent on inward commuting from outside of City Region

Total employment (000s)

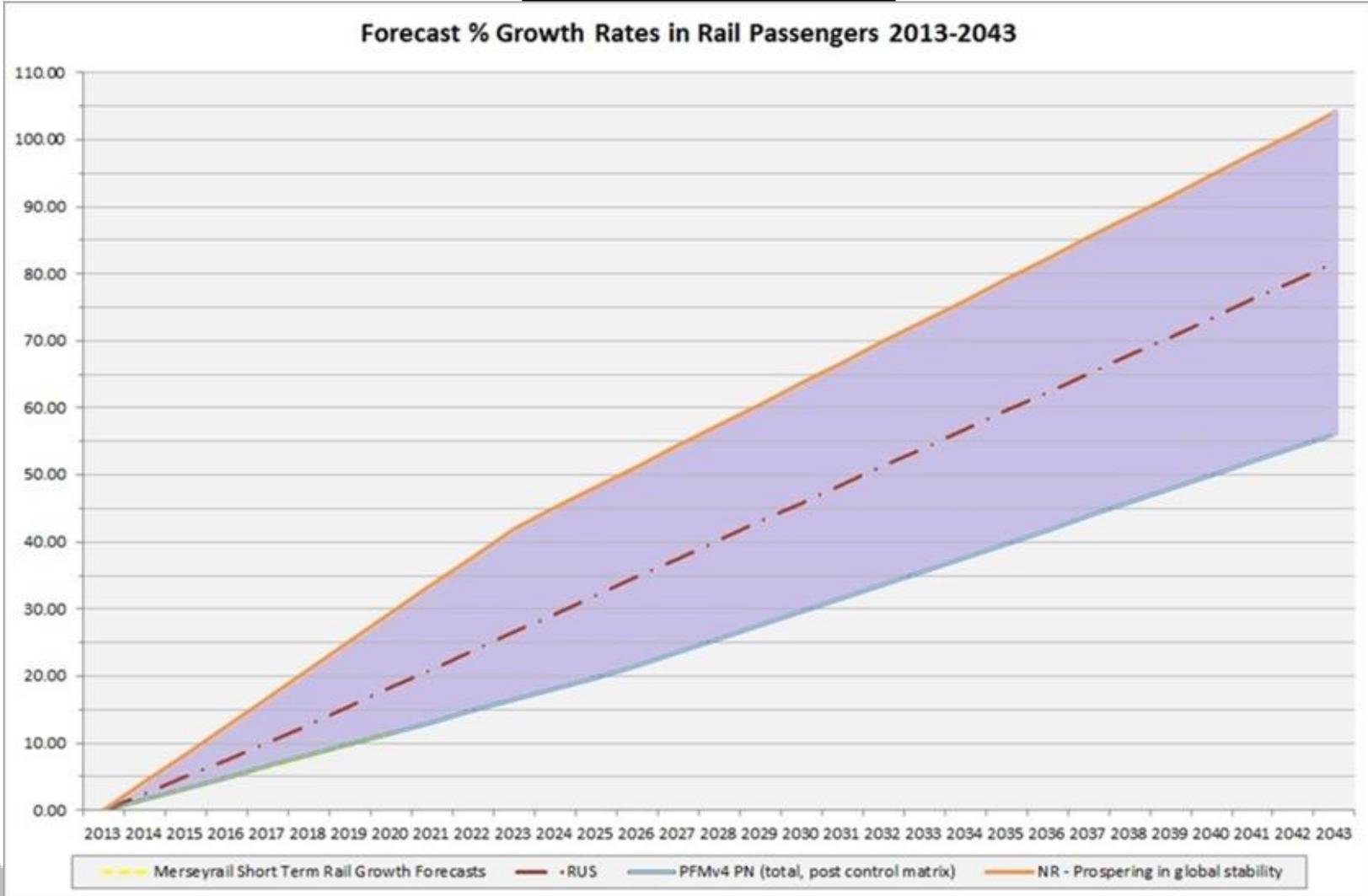


Working age population (000s)





Importance of Rail to Liverpool City Region





Long Term Rail Strategy

To produce a clear set of LCR rail priorities

Strategy has been developed with aim of ensuring that the rail network meets the needs of the LCR over the next 30 years.

Supports the on-going regeneration of the LCR and thus maximise its potential contribution to the wider UK economy, acting as a catalyst for significant development and growth for the second half of the century.

Strategy provides a clear vision for the rail network and its development. Meets the connectivity needs of the LCR and also aims to inform the future policy development of the LCR.





Phasing and Priorities

Sub-Package	Priority	CP5: 2014-2019					CP6: 2019-2024					CP7: 2024-2029					CP8: 2029-2034				
National Connections	-																				
Merseyrail Enabling	1																				
Liverpool City Centre Capacity	2																				
City Line	3																				
Cheshire Lines Committee	4																				
Halton Curve	5																				
Chester and Ellesmere Port	6																				
Ormskirk - Preston	7																				
Kirkby - Wigan	8																				
Borderlands Line	9																				
Conversion of Freight Lines	10																				
Selected New Stations	-																				



Schemes Committed through Growth Fund

Halton Curve

- £10.4m Government investment
- Will allow normal operation of the line in both directions for both freight and passengers

Newton-le-Willows Interchange

- £14.4m Government investment
- Fully accessible rail station with lift access to both platforms. The ticket office will be relocated, the park and ride car park will be extended and a bus interchange developed. Cycle parking will also be provided



Schemes Committed through Growth Fund

Maghull North

- £6.2m Government investment
- Fully step free railway station having Secure Stations Accreditation with two platforms, lifts and stepped access. Ticket office. Two on-street bus stops. Cycle routes from School Lane and Park Lane, parking and storage. Car Park of about 200 spaces

All schemes are subject to completion of a satisfactory Business Case and approval by Combined Authority



Rail North Update

Proposal to devolve responsibility for letting and management of franchises from DfT to consortium of local authorities across the North of England

Rail North and DfT working together to establish options for inclusion in specifications for Northern and Trans Pennine franchises

A public consultation was launched June-August which set out the main challenges for the franchises and a number of possible options for change. The consultation will run until August

Three bidders have been selected for each franchise. These are:

Northern franchise - Abellio, Arriva Rail and Govia

Transpennine - FirstGroup, Keolis Go-Ahead, and Stagecoach

Rail North has commissioned work on alternative options for rolling stock finance & procurement



High Speed Rail

- Current Government policy sees the LCR connected to the High Speed network via a connection from the classic rail network
- This places the region at a competitive disadvantage to other comparable city-regions
- Makes it more difficult for freight to access the Port
- Decision is based on underestimation of the city-regions population and economy



HS2 Economic Benefits Study - results

- Study examined economic impact of high speed rail serving the Liverpool City Region under number of scenarios
- Benefits very positive – in region of an additional £550m GVA per annum increasing to £8.3bn on a 60 year NPV basis
- Additional benefits of a direct connection for freight of up to £40m per annum and £630m on a 60 year NPV basis
- An increase in employment of 14,000 jobs with the potential of a total of 26, 000
- Uplift in City Centre residential values estimated to be in excess of £180m



HS2 Economic Benefits Study - results

- An increase of 20,000 new residents requiring 10,000 homes to be constructed
- Business rates uplift estimated in the order of £30m per annum

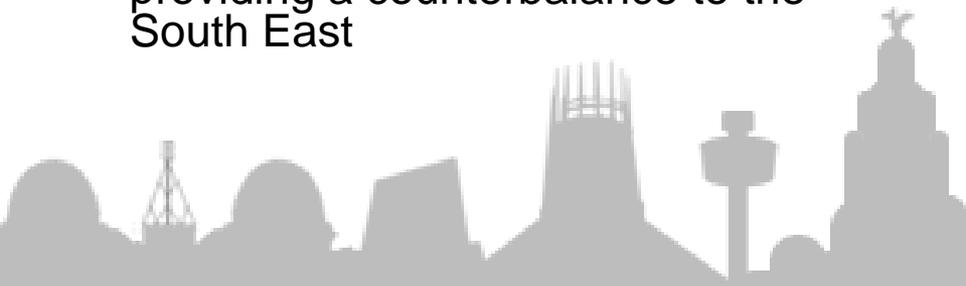
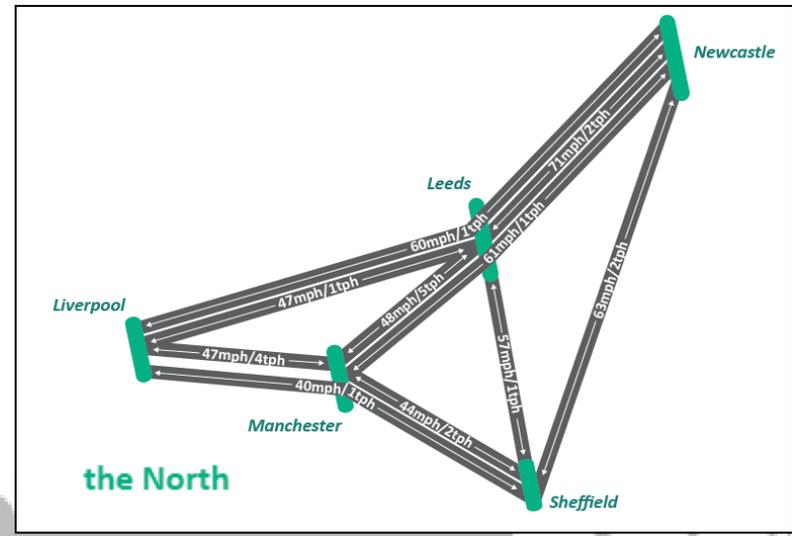
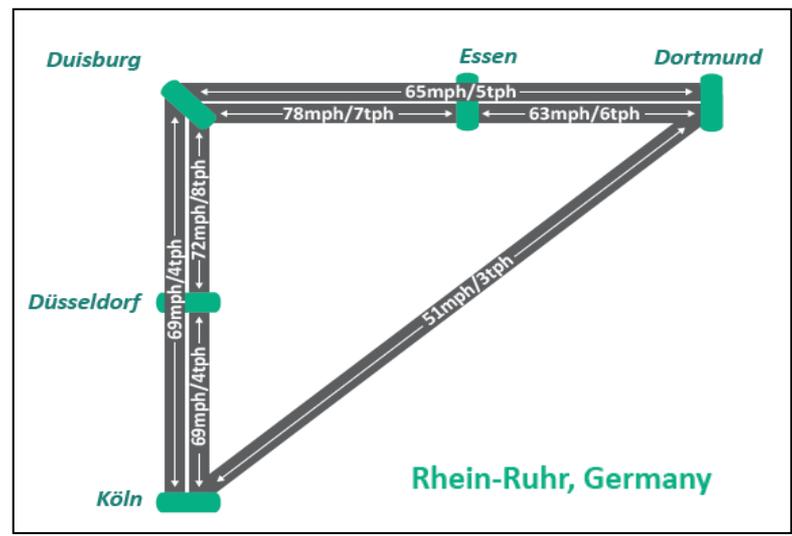
Study has been submitted to Government with the aim of securing an improved offer from HS2 Ltd for the City Region, and meeting with Transport Minister is planned for November to discuss





1NORTH

- UK economy is unbalanced, with London generating 25% of national GVA
- Cities of the North are small by international comparison
- Their connectivity is also poor – which has an economic impact
- The 5 City Regions have developed the One North proposition which is about creating a single, deep labour market across the city-regions for the knowledge-intensive industries.
- Uses transport connectivity to pull northern city-regions closer together, providing a counterbalance to the South East





1NORTH

- A new, 125 mph trans Pennine rail line, linking the five city regions together with Manchester Airport, the Port of Liverpool, other key ports and freight terminals
- A set of highway improvements filling in gaps in managed motorways
- For each city region, a programme of city region rail service development, helping to broaden the benefits of HS2
- A programme of investment for rail freight
- Good access that enables the efficient and timely movement of large quantities of freight by rail, road and water
- A new railway between Newcastle and the Darlington area,
- Early adoption of key elements of HS2 as a key catalyst for Northern city regeneration,

