

Local Sustainable Transport Fund - Application Form

WORKING DRAFT

Applicant Information

Local transport authority name(s)*:

St Helens Council (Lead Authority), Warrington Borough Council, Halton Borough Council.



Senior Responsible Owner name and position:

Mark Dickens, Head of Regeneration

Bid Manager name and position:

Daniel Caffrey, Principal Transport Officer (Policy)

Contact telephone number: 01744 671616

Email address: danielcaffrey@sthelens.gov.uk

**Postal address: Urban Regeneration & Housing Department
Town Hall
Victoria Square
St Helens
WA10 1HP**

Website address for published bid: www.sthelens.gov.uk/website/lgnl.htm?id=493

SECTION A - Project description and funding profile

A1. Project name: Mid Mersey Sustainable Cross Boundary Links

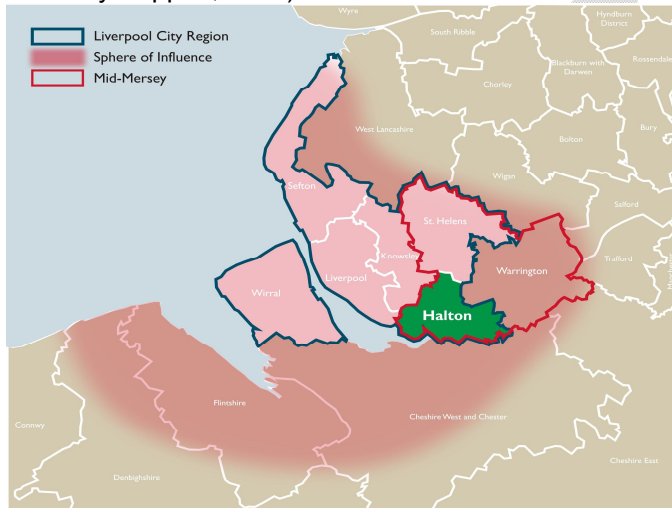
A2. Headline description:

A package of measures to support development of **sustainable cross boundary links** within the **Mid Mersey area** (St. Helens, Halton and Warrington). Evidence shows that access for non-car trips between the areas is a major barrier in accessing opportunity. The bid will allow improving access to existing and emerging **employment opportunities** for residents and in particularly the 10% lowest Super Output areas identified in the Indices of Multiple Deprivation (2010). The package including enhanced **bus connectivity** and development of **cycle links** to employment areas including the including recently declared **Enterprise Zone** in Daresbury which offers large employment opportunities within the **Mid Mersey area**.

A3. Geographical area:

The Mid Mersey area covers over 400 square kilometres, with the main centres of Halton, St.Helens and Warrington all located around 10km away from each other. The total population of the area is 494,000 (ONS 2010, Mid-Year Population Projection). Although the area is not formally recognised in any statute form it was selected as one of the Growth Point areas back in 2008, and since then the local authorities have worked closely together to progress growth within the Mid-Mersey conurbation – even with the disbanding of Growth Points a strong working relationship has been maintained between the authorities. Through the Growth Point and subsequent work clear evidence has been established to show economic ties in the area and a clear journey to work catchments.

In regards to transport infrastructure the major trunk road through the area are the M6, M62 and M56 motorways with a total of twelve junctions. The West Coast Main Line (WCML), Trans-Pennine and Liverpool Commuter Rail Networks also run through the area. Although no direct rail service connects the centres of the three authorities together, an hourly service connects Earlestown, Warrington Bank Quay and Runcorn East. Work funded by DfT for the Mid Mersey Growth Point area found that although good road links were in place connecting the three authorities, sustainable transport links were poor in comparison (Mid Mersey Local Authority Support, 2010)



Map A3.1: The Mid-Mersey Area,

This bid is separate from the individual bids put forward by Merseytravel, Warrington Council and Halton Borough Council to the Local Sustainable Transport Fund (LSTF) and Better Bus Area Fund (BBF). This bid covers specific projects that will aid cross boundary travel between these areas, and will complement measures contained within each of the other bids.

A4. Type of bid (please tick relevant box):

Small project bids

- Tranche 1 bid
- Expression of interest for Tranche 2 (please complete sections A and B only)
- Tranche 2 bid

Large project bids

- Key component bid
- Large project initial proposals

A5. Total package cost (£m): £5.8965m

A6. Total DfT funding contribution sought (£m): 3.1195m

A7. Spend profile: (Given in £000s)

£K	2011-12	2012-13	2013-14	2014-15	Total
Revenue funding sought	0	344	787.5	932.5	2064
Capital funding sought	0	75.5	360	710	1145.5

Local contribution	154	832	1,347	374	2,687
Total	154	1,251.5	2,494.5	2016.5	5,896.5

A8. Local contribution

The table below outlines the financial local contribution that will support this LSTF package (given in £000s).

Contribution	2011/12	2012/13	2013/14	2014/15	Total
St.Helens Urban Villages S106	94	514	917	0	1,525
EU Interreg 6 Pure Hubs	50	86	51	0	187
St.Helens Council Resource	10	5	5		20
St.Helens Council LTP Integrated Transport Block		80	120	120	320
Warrington Council LTP Integrated Transport Block		30	60	60	150
Halton Council Greenways Funding		27	54	54	135
Halton External Partner Funding		10	20	20	50
Travel Plans Match		80	120	120	300
TOTAL	154	832	1,347	374	2687

The local contribution listed directly supports the packages developing for this bid. Significant funding is anticipated in future years in connection with any development which takes place at Omega in NW Warrington. However, within the bid timeframe no certainty can currently be given to any contributions.

In regards to the Section 106 funding some of the associated works from proposed developments at the Urban Villages will help contribute towards some of the proposed capital projects. These will help provide links from these major developments onto the proposed sustainable transport links.

Recently St.Helens has been successful in receiving EU Interreg 6 Pure Hubs funding which brings together partners across Europe to support Rural Entrepreneurship. St.Helens, is focusing on the Forest Park area which sits to the south of the borough connecting to Halton. The proposed transport infrastructure developments within this bid will help further support enterprise (such as cycle businesses and livery yards) in the Forrest Park area creating jobs.

Local contribution (S106) from Warrington development potentially – being investigated currently.

Significant local contribution in kind is being provided by the partner organisations (detailed in section A9). The local authorities will provide support in overseeing the management of the bid delivery providing staff resource time for this.

A9. Partnership bodies

The package will be managed by the Mid Mersey Transport Thematic Group consisting of **St.Helens Council, Halton Borough Council and Warrington Borough Council**. **Merseytravel** and the **Highways Agency** are also represented on this group and their input will be important to the successful delivery of the package.

The successful delivery of the bid package relies on partnership working in order to create a long-term sustainable legacy from the funding received. **Mersey Forest, Sankey Canal Restoration Society** and **Trans pennine Volunteer Group** are providing support in developing the package which provides a sustainable transport link within the Mid Mersey. This will include developing long term community 'buy-in' to maintain the asset. Work with the private sector is also vital in developing the package of bids. **Emerson Group**, for example, are one of the major house builders in the Mid Mersey area. Support from them in developing sustainable connections from their developments and help targeting new residents can help ensure long term sustainable access and with trip patterns are developed to help cut carbon emissions and support the local economy to grow in a sustainable manner. By working with major employers such as **United Utilities** sustainable travel planning can be embedded within the development plans and with their staff. Working with the **Merseyside Local Access Forum** ensures that development of the packages aligns with the Rights of Way Improvement Plan. This forum also ensures that links are made with people with a vested interest in the development and long term sustainability of sustainable transport links. The further bid development will focus on developing community 'ownership'. By providing initial support initiatives will be developed which will be self-managing and self-financing. **Sustrans** will also provide support with the development of full bid bringing in their knowledge and expertise in sustainable travel.

SECTION B – The local challenge

B1. The local context

Located midway between the two major cities of Liverpool and Manchester, the Mid-Mersey area is home to almost half a million people. There are approximately 214,000 existing jobs within the area. 71% (153,000) are taken by those that live within the three authorities, 60,000

employees travel in from the surrounding boroughs whilst a further 60,000 commute outside the three authorities (Mid-Mersey PoD, 2008). Flows from outside the area generally stem/conclude within the cities of Liverpool and Manchester.

Consequently, there are significant transport flows within the Mid-Mersey area. This presents many challenges and opportunities that need to be addressed in order to ensure that growth within these areas can be accommodated with sustainable transport infrastructure and thereby cutting carbon.

The Coalition Government has recognised Transport as key in supporting Economic Growth, and as part of the spending review it has approved several projects within the Mid-Mersey area that benefit the region as a whole. These include:

- Electrification of the Chat Moss route between Liverpool and Manchester by 2016
- Electrification of the Huyton-Wigan Line through St Helens Central by 2017
- Approval for the Mersey Gateway Bridge, between Widnes and Runcorn
- Silver Jubilee Bridge Major Maintenance Scheme

These projects will help economic growth not only within the Mid Mersey area, but also the wider region. This package of measures helps to both complement the above projects, as well as supporting the other LSTF bids developed by the partner authorities. The proposals here are aimed at addressing the unique cross-boundary transport issues the area faces between the three neighbouring towns of Warrington, St Helens and Widnes/Runcorn.

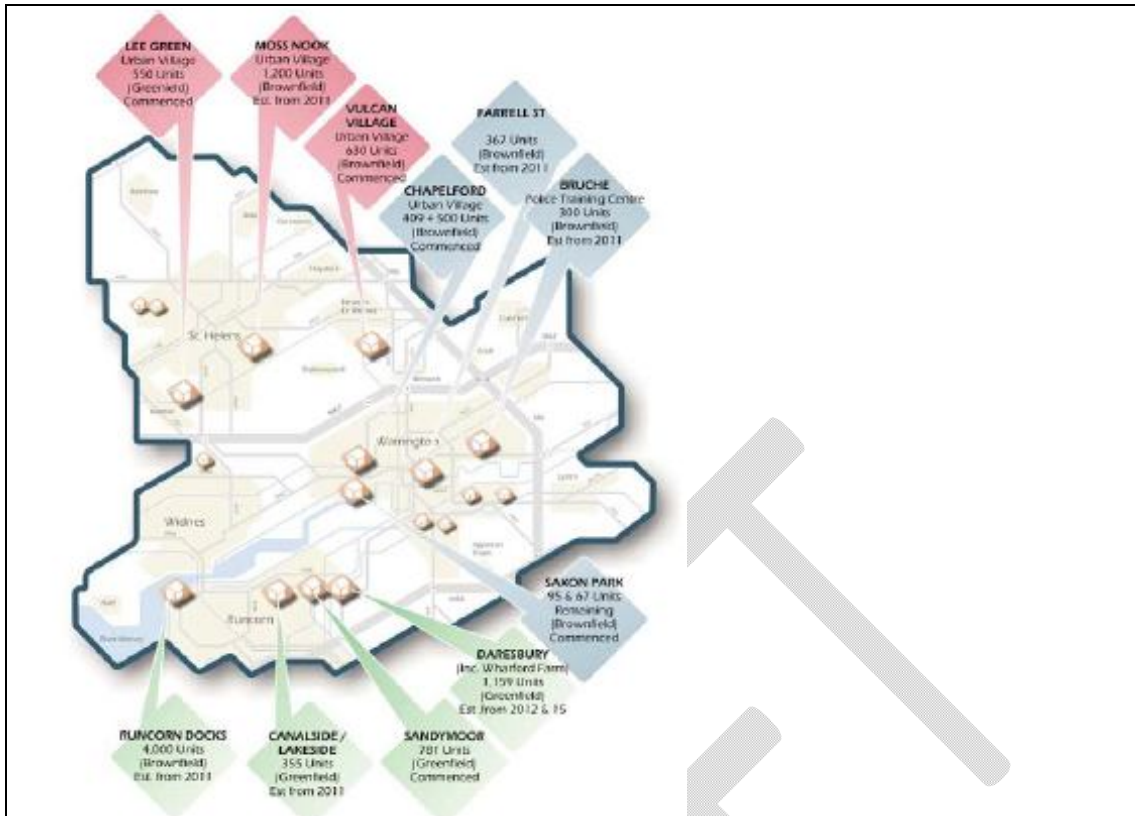
Daresbury Enterprise Zone

In Summer 2011 Daresbury Science Innovation Centre (SIC) was declared an Enterprise Zone, which will lead to an accelerated level of job creation and development on the site. In light of this, the bid for funding takes full account the development of this site and help support the enterprise zone with access to the employment market. One issue that has been highlighted is that of cross boundary travel, especially since travel surveys undertaken by Daresbury SIC have indicated that 40% of employees travel in from Warrington for instance, and that several of the firms present at Daresbury have indicated that cross boundary connections require improvement for access by employees.

As a consequence of this announcement, the Mid-Mersey bid has been altered since the Expression of Interest (EOI) stage in order to take the enterprise zone into account and adequately support the future jobs growth intended at this site.

Housing

The Mid-Mersey area was originally awarded Growth Point Status in 2008, seeking to provide additional accelerated housing within the area. Sustainable transport was recognised from the start of the Growth Point inception as an important element and a cross boundary thematic group was established to develop this. To deliver the planned housing several urban villages were identified as being key along with several other smaller sites (See map B1.1). A large proportion of these housing sites are located on brownfield land, and all of the sites are developer led.



Map B1.1: Original Growth Point Housing Areas, (Mid-Mersey PoD 2008)

Whilst several of the above sites timescales have slipped due to the economic slowdown, several of the sites, such as Lea Green, Vulcan Village and Chapel Ford have commenced. Sustainable access has been an important feature in these sites development, such as at Chapel Ford where extensive pedestrian and cycle network, plus a new bus service are available to new residents. Some of these links were achieved through the successful bid by Warrington Council to the second round of Community Infrastructure Fund, as part of the Mid-Mersey Growth Point.

Social and Economic Deprivation

Each borough within the Mid Mersey region has several areas classified as deprived. The Index of Multiple Deprivation (IMD) 2010 indicates that there are 56 Lower Super Output Areas (LSOAs) within Mid Mersey that are within the top 10% most deprived in the country, with 24 in St Helens, 21 in Halton and 11 in Warrington. Generally speaking, these areas are clustered together within each district, and present issues of ensuring these areas are connected to areas of employment and other services and facilities for its residents.

These areas of deprivation are located on the scheme map, indicating how these areas will be served by the bid.

Employment

There are significant levels of employment within the area with many residents working cross boundary. There are approximately 214,000 existing jobs in the area with 71% of these taken by people who live within the area (Atkins Study). Alongside the housing growth, there have also been several areas identified for employment growth within the Mid Mersey area, including both new as well as existing sites that may provide additional employment. This is in addition to major employment sites located within each town centre. **It is estimated that potentially 33,200 jobs (Mid-Mersey POD 2008) will be created within the Mid Mersey area in the next few years.** TO BE UPDATED

This is with a backdrop of 23% of the population within the Mid Mersey area classified as economically inactive (Nomis, 2010). In addition to this there are significant levels of Public Sector employment, with 19% within St Helens, 15% in Halton, and 18% within Warrington. The average across the whole Mid Mersey area is 18%. (BIS, 2011). The aim is to try and increase private sector business within the area to reduce the proportion of public sector jobs within the sub region. With this there is likely to be a shift of employment in the Mid Mersey area to private sector jobs. This provides an opportunity for people with potential change to their employment to move to more sustainable travel to work thereby cutting carbon.

Cross boundary access to employment has been identified by each of the authorities and within the Growth Point studies as a potential barrier to economic growth, particularly by those that rely on non-car modes. EVIDENCE TO BE ADDED

Major current and proposed growth areas relevant to the Mid-Mersey area are indicated on the scheme map indicating how these areas will be served by the bid.

B2. Evidence

The Mid-Mersey area Travel to Work Data

Travel to Work (TTW) data can help indicate the demand on the transport network between the Mid-Mersey Area and surrounding areas.

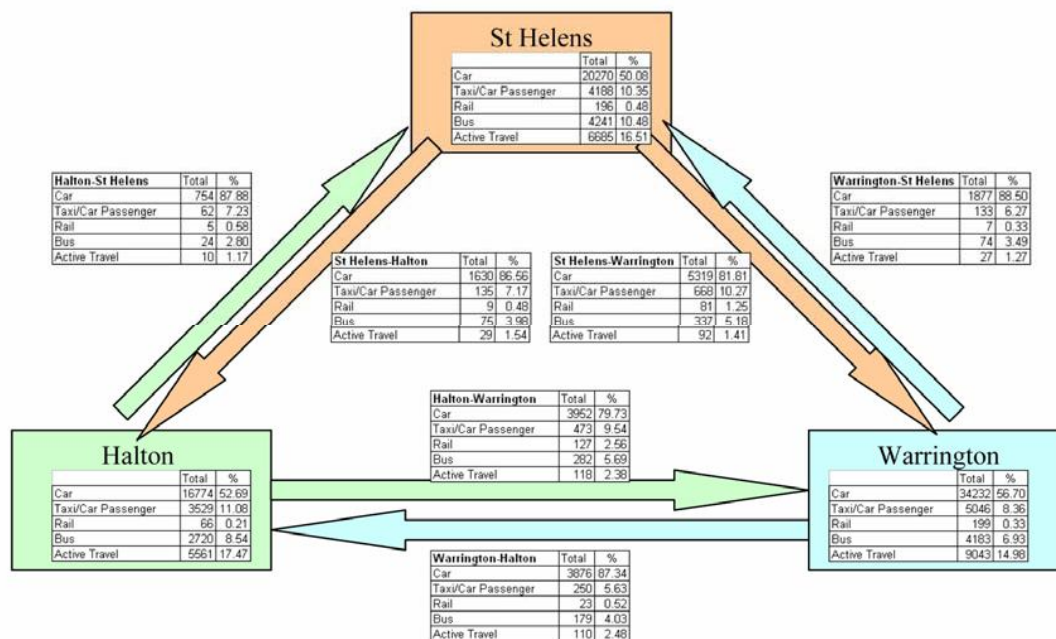


Figure B2.1: Travel to Work Modal Share percentage flows within and between Mid-Mersey Authorities (TTW, 2001 Census data, NOMIS).

The mode share information indicates that most TTW trips between the authorities are by Car. Active Travel and Public Transport use as a percentage of TTW total is significantly lower. Whilst to a degree this can be attributed to distance required to travel, it also indicates that links by both Active Travel Modes and by Public Transport are poor compared to within each local authority area; coupled to forecast growth in the number of jobs in the Mid Mersey area

Active Travel Mode is considerably higher for internal trips within the authorities boundaries with 17% in St.Helens, 15% in Warrington and 17% in Halton trips to work being undertaken by active travel modes. However, in comparison the highest proportional percentage of cross boundary travel to work trips by active travel is just 2%. By addressing the identified barriers in cross boundary active travel trips modal shift can be achieved. Active travel trips help reduce congestion that aid business in the area that are reliant on an efficient highway network. Reduce in carbon emissions from commuter trips by a shift to active travel modes also help both businesses and residents in the Mid Mersey area. DfT funded research for the Mid-Mersey Growth Point (2010) has shown that where safe, accessible routes exist in the Mid Mersey authorities then people will travel by active travel.

Air Quality

There are air quality issues already within the Mid-Mersey area that are directly attributed to transport. In St. Helens the M6 corridor and High Street, Newton-le-Willows are declared Air Quality Management Areas (AQMA) largely due to vehicle emission levels. A further two sites are also under investigation in St.Helens and are likely to be declared AQMA due to vehicle emissions. In Halton, two areas in Widnes Town Centre have been declared due to traffic volumes. Within Warrington there are currently three AQMAs, one around the motorway box and a further two close to Warrington Town Centre at Sankey Green Island and Parker Street.

Given that these AQMAs are the result of transport emissions and that trip numbers in the Mid Mersey area set are to increase with the growth in employment and housing measures to limit carbon emissions are needed. In developing of the further bid focus on measures ability to reduce carbon will be given priority. It is seen that green infrastructure will play a big role in helping to reduce carbon as well. Merseyforest plan to plant 30-35 hectares of woodland in the Sankey Valley area and this will provide a good source of carbon capture in the area and also provide one element of the sustainable cross boundary transport link. The full bid will appraise this further and use the DfT Carbon Calculator to quantify the benefit.

B3. Objectives

The Mid-Mersey area has no over riding transport policy for the three Local Authorities, each has their own Local Transport Plan. However, within the recent development process of each authorities LTP3 (Merseytravel as the ITA in the case of St.Helens) has made a contribution to the others LTP3. Cross boundary issues are recognised within all three LTPs. Each of the Mid Mersey authorities LTP3 sets a number of objectives/goals. Five key stands are present within all three LTPs:- Economy, Environment, Safety, Maintenance and Accessibility. The table below examines each of these areas and demonstrates how the proposed package addresses these objectives.

ECONOMY		
LTP	Objectives	Mid Mersey LSTF support goal
Merseyside LTP3	1: Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership, and the Local Strategic Partnerships	The package of measures proposed for cross boundary links will support the economy objectives within the LTPs in a number of ways.
	5: Ensure the transport network supports economic success of the city region by the efficient movement of people and goods	The sustainable transport measures provide a feasible alternative to private car trips. They also support the local visitor economy in the area.
Halton LTP3	Ensure the transport network supports the economic success of Halton and the LCR by the efficient movement of people and goods.	Travel plan monitoring and promotion will allow for business to track their travel plans online and be able

	Ensure the transport system supports the priorities of the Halton's Local Strategic Partnership (LSP), the Local Enterprise Partnership (LEP) and Liverpool City Region (LCR).	to share best practice by having all the Mid Mersey travel plans in one central location. The bid will also provide support to businesses within the cross boundary corridor to add value to travel plan measures and support in developing their travel plans.
	Ensure transport network resilience with particular regard to enhancing cross Mersey linkages, by the implementation of the Mersey Gateway project and the Mersey Gateway Sustainable Transport Strategy.	
Warrington LTP	Enables the regeneration of the Borough and supports economic growth;	The Smarter Choices promotional work will help promote the sustainable travel links that are currently/to be put in place. This work will focus on the links between the three authority areas, building upon elements within this bid alongside the separate bids for Merseyside, Halton and Warrington. The package of measure aim to reduce increases in car borne trips to cross boundary employment opportunities. This will help to reduce potential congestion – given the large logistics presence in the area a clear highway network is essential to their operation. It will also help cut carbon emissions that are detrimental to businesses and the economy as a whole.
	Improves everyone's access to the town centre by all modes of travel;	
	Integrates with transport networks outside Warrington to enhance the sustainability of cross boundary travel.	

ENVIRONMENT

LTP	Objectives	Mid Mersey LSTF support goal
Merseyside LTP3	2: Provide and promote a clean, low emission transport system, which is resilient to changes to climate and oil availability	The creation of walking and cycling links cross boundary will help to promote low carbon travel and local residents health and well-being, as well as access to Greenspaces and Biodiversity
Halton LTP3	Provide and promote a clean and low carbon transport system.	Travel Plan monitoring will help encourage modal shift within the area towards non-car modes, with effective monitoring allowing progress to be effectively assessed and best practice shared.
	Ensure the transport system promotes and enables improved health and wellbeing.	The marketing measures within the bid will help raise awareness and encourage use of walking and cycling within the Mid Mersey area.
Warrington LTP	Protects and enhances the natural environment;	Reducing congestion will also help reduce carbon emissions in the area and help address the AQMA declared within the Mid Mersey area.
	Reduces the impact of traffic on air quality in Warrington and helps to reduce carbon emissions and tackle climate change;	
	Improves the quality of public space making Warrington more welcoming;	
	Enhances the image and profile of the place;	
	Improves neighbourhoods and residential areas; Makes Warrington safer, sustainable and healthier;	

SAFETY

LTP	Objectives	Mid Mersey LSTF support goal
Merseyside LTP	3: Ensure the transport system promotes and enables improved health and wellbeing, and road safety	The new walking and cycle routes will provide off road routes for these users to access sites, reducing conflicts with road users. Access to green spaces, including the Mersey Forest Park Area, will help promote health and well-being activities.

Halton LTP	Ensure the transport system promotes and enables improved health and wellbeing.	Some travel plan measures may include safety awareness issues, particularly when using public transport, dependent on issues raised within individual travel plans.
Warrington LTP	Improves safety and security for all modes of travel;	
	Makes Warrington safer, sustainable and healthier;	
MAINTENANCE		
LTP	Objectives	Mid Mersey LSTF support goal
Merseyside LTP	6: Maintain our assets to a high standard	The cycle links will make use of current or currently underused assets that are present within the area. Some of the site-specific remediation will help minimise future maintenance costs.
Halton LTP	Maintain our transport and highway assets to a high standard.	The smarter choice measures will help ensure that people are informed of the project and ensure that the links put in place have their use maximised.
Warrington LTP	Maintains the highway, minimises congestion for all modes of travel and enables Warrington's "smart growth";	Working in partnership with third sector bodies, we will look to support developing community ownership of the assets and have volunteer help to maintain what is being created into the future.
ACCESSIBILITY		
LTP	Objectives	Mid Mersey LSTF support goal
Merseyside LTP	4: Ensuring equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, services, leisure and recreational opportunities	The walking and cycling links will help improve accessibility to key destinations, as well as access to Greenspace from built up areas.
Halton LTP	Ensure the transport system allows people to connect easily with employment, services and social activities.	Travel Planning and Personalised Travel Planning will help inform travel opportunities to residents of the walking, cycling and public transport options that they can use to access employment and services.
Warrington LTP	Improves everyone's access to health, employment, education, culture, leisure and the natural environment;	The package of measures will help provide an alternative to the private car in accessing cross boundary opportunities. This will help support the local economy and ensure local job opportunities created can be accessed by local residents in the Mid Mersey area.
	Is integrated, customer focused and reduces the need to travel by car;	
	Enhances accessibility for those in disadvantaged communities or groups;	

SECTION C – The package bid

C1. Package description

From the evidence four areas of works has emerged, these include:-

1. Cross Boundary Access to Employment Support

There are several bus services that currently operate between the three authorities. The routes, due to intersecting the different transport authorities boundaries, are operated on a commercial basis, with only limited subsidy being available for some routes that operate in the area.

Whilst services do exist, research has shown links between the authorities by public transport in many instances are poor. This is due to some services only having a frequency of one service per hour, and in some cases, no evening services.

It is proposed as part of the package that initial support is given to **Cross Boundary Public Transport Links** to help connect people to emerging cross boundary employment opportunities in particular at the recently announced Enterprise Zone at Daresbury Science Innovation Centre. Improved public transport links will help provide a viable high quality public transport link between all three authority areas improving cross boundary access to employment. The focus of enhancement will be where it would realistically not be feasible to access by active travel employment opportunities due to the distances involved. Coupled to this the improvement to the public transport network will enhance interchange from rail, in particular Warrington Bank Quay Station interchange will be improved to assist people accessing Daresbury from the Liverpool, Manchester and Lancaster Universities which are linked key partners in the Enterprise Zone. These links to Daresbury will become self-financing after the LSTF period as the Enterprise Zone develops.

2. Cross Boundary Active Travel within the Mid-Mersey Region

Cycling is seen as key in enabling sustainable cross-boundary transport in the Mid Mersey area. The recent study carried out examining the role of cycling and walking within the Mid Mersey concluded that walking and cycling have a major role to play in addressing the cross boundary issues.

Cycling is most likely to happen where there is a combination of physical provision and supporting promotion especially where land use planning optimises journey distances within a feasible distance of 5-8km. The package of measures proposed will develop a cross boundary cycle network linking the Mid Mersey area together within feasible distances for cycling for utility and leisure use. Figure B2.2 highlights the '**Mid Mersey Triangle**', which through the research was identified as the major over arching network required to successfully connect the Mid Mersey area together.

This involves two separate schemes. The **Sankey Valley Upgrade** follows the route of the disused Sankey Canal, between St Helens through Warrington to Spike Island in Widnes. The improvements proposed will see the towpath alongside the disused canal resurfaced, which will provide a suitable surface for cycle commuting, and improved surface for walking.

The **Minerals Line**, will see the use of a redundant rail line between the southern parts of St Helens and north Widnes being opened up to cycling and walking, allowing the opening up of a route that will address the major barrier to Active Travel between St Helens, Widnes and Warrington – the M62. The cycling and walking element will focus on the "triangle", developing a viable network for people to use.

The **A56 Cycle link** between Warrington, Daresbury and Runcorn will provide sustainable travel access to the Daresbury SIC Enterprise Zone by Cycling, providing sustainable access to this employment growth area through the creation of an off-road route alongside the busy A56.

Linked into this work will also be the development of **cycling links to railway stations** to reduce short car based trips within the Mid Mersey area connecting to the rail network. This will complement the electrification of the Chat Moss line between Liverpool and Manchester, with connections from stations to developing housing sites, aiding commuting opportunities and reducing carbon.

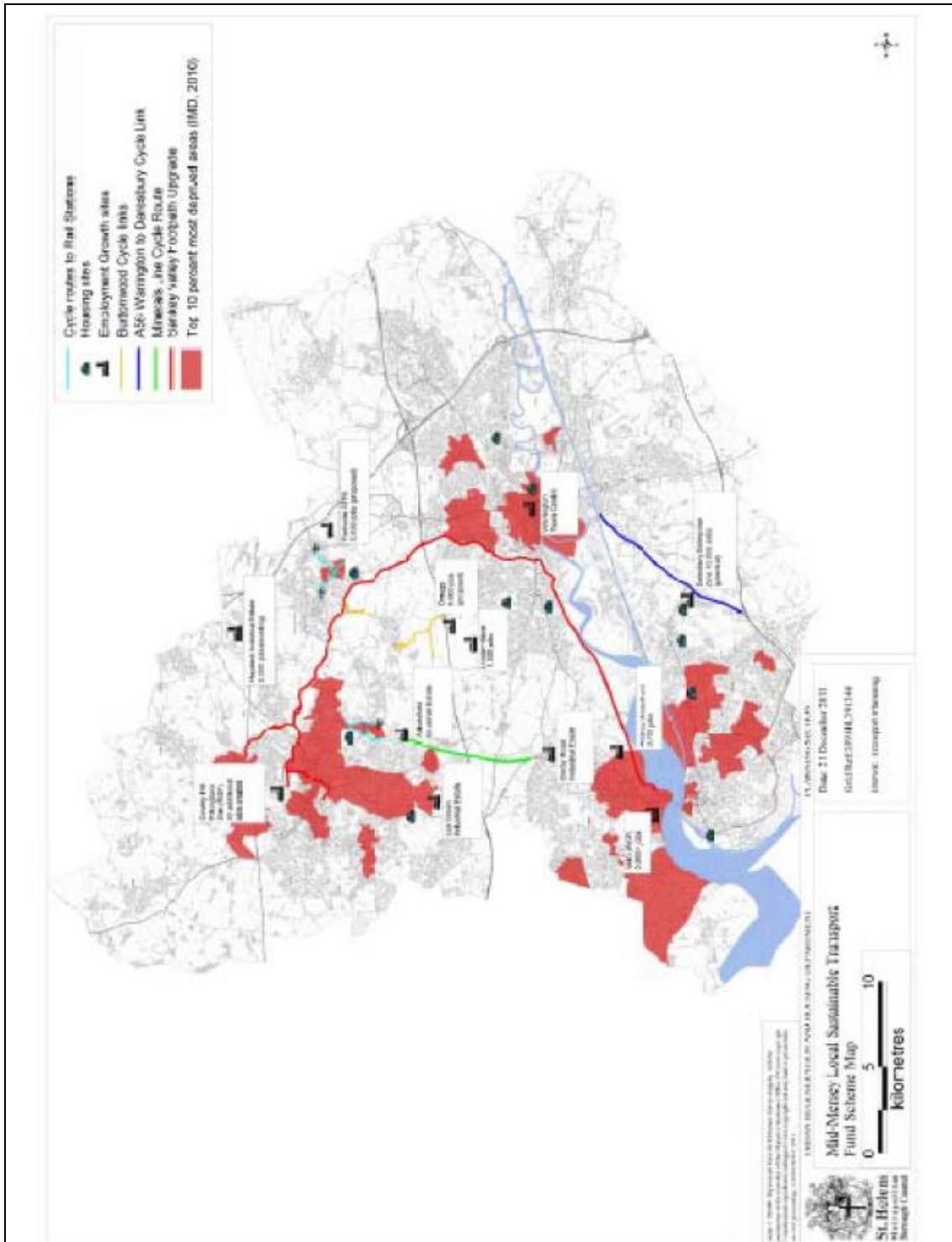


Figure B2.2: The Mid Mersey “Triangle”

3. Cross Boundary Sustainable Development Support

The DfT funded Atkins Study (2010) identified several opportunities for closer working of the local authorities when it came to transport planning. One of these areas was the opportunity to look at Mid-Mersey approach for Travel Plans given the scale of development in the area.

The bid package proposes to provide two specific elements to ensure that successful co-ordination and implementation of travel plans can be provided across the Mid Mersey area.

It is proposed **Travel Planning software** be procured for the Mid Mersey authorities. This will play a key role in establishing an evidence base for any local sustainable transport measures that are implemented over the next few years. Using this software, baseline data can be obtained prior to a local initiative being introduced. Annual surveys afterwards will reveal the effectiveness of the initiative in terms of modal shift and changes in CO₂ emissions. The software will provide an open platform for travel plans to be put on and monitored – this will assist many businesses in providing resource to aid them deliver their travel plans. It is proposed that after initial start up and support the system will become self-financing post LSTF.

To support travel plans it is also proposed an “**Action Fund**” will be set up for to provide added value to Travel Plans providing support in development and implementation to organisations. Submitted travel plans can bid for match funding in order to progress elements within their own travel plan. Such a fund will help remove barriers to employment, and encourage the use of sustainable modes of travel to work and to help cut carbon. The fund would be dependent on a bidding process by eligible businesses, and would have to demonstrate that the measures that they want to implement are suited to the travel patterns and mode shift. Some of the measures that could be put forward (but not exhaustive) are:

- Development of additional Cycle parking provision
- Creation of a car club
- Information provision/transport guides
- Purchasing of pool bikes or pool cars
- Provision of electric charging points/low carbon vehicle technology
- Support for business minibuses
- Support for “Alternatives to Travel” measures where appropriate

4. Promotion and Materials

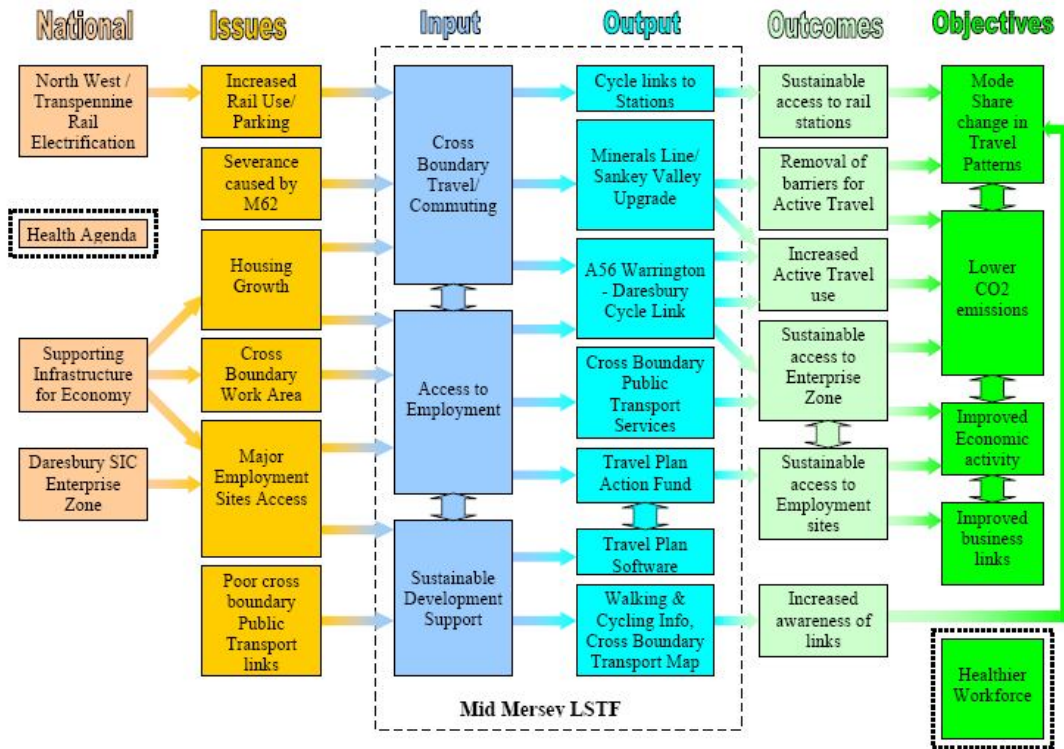
One of the significant barriers to cross-boundary travel is information regarding services and infrastructure that is available. In addition to the infrastructure that is proposed, several measures that support the promotion and awareness of these links will help encourage modal shift and use of new and present infrastructure. The package of measures would see the production of associated **Walking and Cycling information** of the new links, along with a **cross boundary public transport map** highlighting the current and proposed links between Halton, St Helens and Warrington.

C2. Package costs

Cross Boundary Public Transport Access to Employment	£K	2011-12	2012-13	2013-14	2014-15	Total
	Revenue		230	240	200	670
	Capital		20			20
Cross Boundary Active Travel within Mid-Mersey	£K	2011-12	2012-13	2013-14	2014-15	Total
	Revenue			420	515	935
	Capital		55.5	360	620	1035.5
Sustainable Transport Development Support	£K	2011-12	2012-13	2013-14	2014-15	Total
	Revenue		84	127.5	127.5	339
	Capital					0
Mid-Mersey Transport Information	£K	2011-12	2012-13	2013-14	2014-15	Total
	Revenue		30		90	120
	Capital					0
GRAND TOTAL						3119.5

C3. Rationale and strategic fit

The objectives section has shown that the Local Transport Plans across the Mid-Mersey area are complimentary and how these fit in with the proposed package of works. In addition to this, a logic mapping exercise was also undertaken in order to assess how the individual projects within the package relate to each other and the objectives of the scheme. This can be found below:



C4. Community support

In developing a partner bid the involvement of the community has been important. In order to deliver long term sustainability of aspects of the package it is proposed that 'friend of' groups are to be developed to have community ownership of the proposed works along the Sankey Valley Canal and the Minerals Line. The bid has been developed working closely with Mersey Forest and SCARS (Sankey Canal Restoration Society) both are embedded within the local community.

SECTION D – Value for money

D1. Outcomes and value for money

Logic Mapping has been produced in order to show how each element of the bid delivers the outputs of the bid (see section C3). The overall aim of the project is to provide improved cross boundary travel for work and leisure purposes across the sub-region. Specific proposed outputs are:

- Increase in Public Transport use to Daresbury SIC helping access to work to the growth in jobs within the Enterprise Zone from the Mid-Mersey area.

- Develop public transport provision to Daresbury SIC with the aim that any service is commercially viable post-LSTF period.
- Delivery of over 40km of improved/new routes for Active Travel, with 10.3km of new cycle and pedestrian routes, with an additional 32.7km of upgraded footpath to cycling standard
- Monitoring of all new development Travel Plans across the three authorities using travel plan software, plus uptake of existing travel plans as appropriate.
- Delivery of approximately 30 travel plan improvement grants (assuming award of £10k for each successful bid) to businesses to wish to match fund improvements for their Travel Plans, assessed by a bid process annually.
- Delivery of two walking/cycling guides and one Public Transport guide indicating cross boundary routes across the Mid-Mersey area.

Benefits of each scheme

1: Cross Boundary Active Travel

The links to stations will affect three stations located along the Chat Moss route running between Liverpool and Manchester. The stations, along with the latest rail passenger information is described below (ORR Rail passenger statistics)

Station	Recorded Passenger Usage (2009/10)	Average annual percentage passenger growth since 2006*
Newton-le-Willows	549,908	10.96%
Earlestown	394,374	4.50%
St Helens Junction	229,662	10.00%

*Percentage change between 2007/08 and 2008/09 has been removed from figures due to change in methodology in reporting in PTE areas.

High passenger growth has been occurring at the selected stations, causing constraints on local car parking and localized issues of accessing rail stations. The Chat Moss line is shortly due for electrification, with works to be completed along this line by 2016, along with electric rolling stock being used. This is likely to accelerate usage of these stations. The creation of cycle and walking links to rail stations will help improve access to the station from nearby housing development.

The minerals line addresses issues of severance currently caused by the M62 motorway for Active Travel users. Currently such links are poor, with any individuals wishing to use such links constrained to use circuitous routes. Cyclists users are even more severely constrained due to no suitable crossing or route for them within the vicinity to cross the Motorway. The route will provide a more direct route over current on road or rights of way routes, with the Minerals line reducing the travel distance from the Sutton area of St Helens to the Northern Part of Widnes. **(Quantify Benefits – junction crossings?)**

The Sankey Valley is currently a substantial piece of green infrastructure between the three authority areas. However, the current footpath network through the area is of poor quality. The upgrade will see the footpath resurfaced and widened where appropriate to allow for cyclists to use the route throughout. **(Quantify Benefits)**

The A56 Cycle link will provide a off road route for cyclists along the busy A56, which due heavy traffic flow, is currently not ideal for cycling. In addition to providing infrastructure for Daresbury Enterprise Zone, the link will also be utilized by other cross boundary travel users, as identified by the Travel to Work data. **(Quantify Benefits)**

The package of works for Active Travel users will help improve cross boundary active travel links. It is not assumed that users would use the full length of the route but users are more likely to use sections of route for instance, to access employment.

The Travel to Work data (TTW) in Section B clearly shows that whilst Active travel exists within each local authority area, cross boundary travel by Walking and Cycling is very low, at 1.7% of cross boundary travel, compared to an average of 16.3% internally within the authorities. It is hoped that such links will help improve this mode share – Every additional 207 individuals using these links would equate to a 1% mode shift in cross boundary travel.

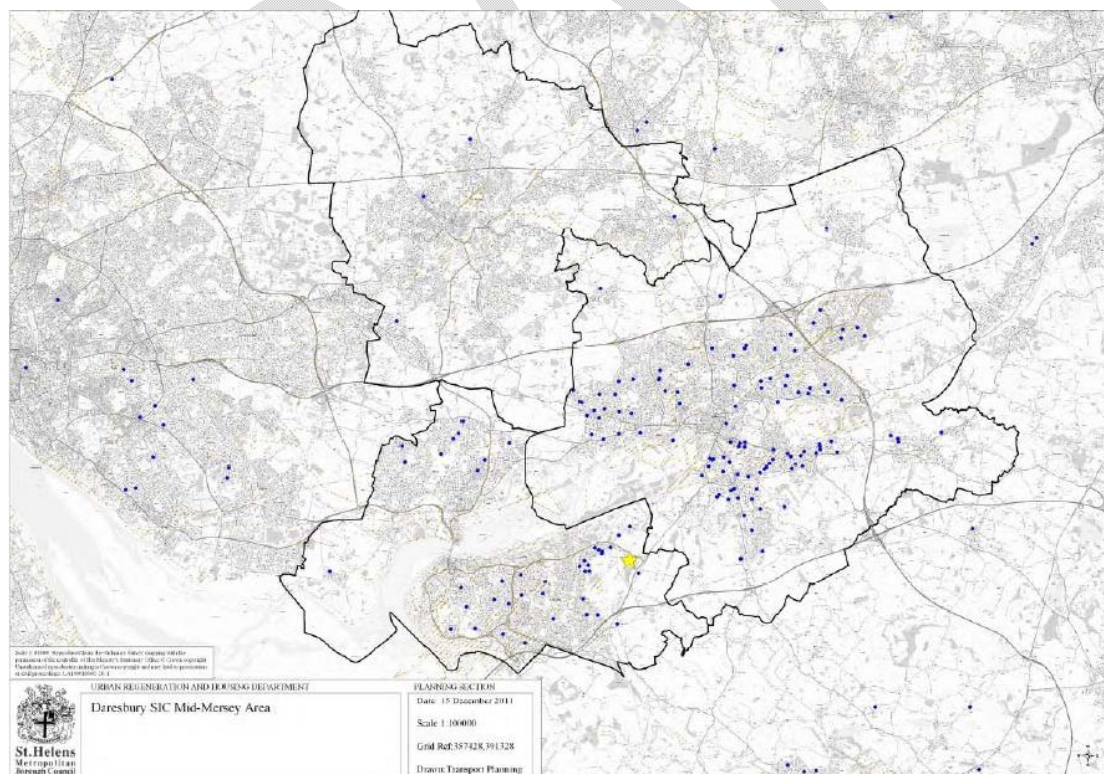
2: Cross boundary sustainable Development support

The Travel Plan Software will provide a supporting role in ensuring that a consistent approach to travel plans is taken into account and ensure that developments within the Mid-Mersey area are adhering to travel plan targets.

The Travel Plan Action Fund will be developed as a bidding process for which businesses can match against existing Travel Plan commitments. Such a scheme is hard to quantify, due to the size, location and measures supported are likely to vary between businesses. However, all of the schemes will have to demonstrate value for money, carbon reduction and modal shift onto sustainable modes to be awarded funding. This scheme is therefore most likely to have a carbon benefit, and encourage employees to make use of existing and improved infrastructure that has been developed within the bid.

3: Cross Boundary Public Transport Access to Employment

The development of enhanced public transport services across the three authorities would provide a better public transport employees and visitors to employment sites, including Daresbury Enterprise Zone, where a proposed 10,000 jobs are expected to be created over the next decade. Working in partnership with Daresbury SIC, postcode plotting of a sample of the existing employees has been developed. Combined with an assessment of travel times by Public Transport across the Mid-Mersey (using the software utility Accession). A map has been produced to indicate Access times to the Enterprise Zone.



Map D1.1 : Map of Daresbury SIC Employee Postcodes (Daresbury Staff Travel Survey)

From the postcode plotting, it can clearly be seen that a significant proportion of the staff (40%) surveyed originated within the Warrington area. The lack of people originating from St Helens is backed up by the Mid-Mersey Growth Point Study (2010) which noted that no

households within St Helens was currently within one hour of Daresbury by public transport. Whilst not shown on the map, other concentrations of employees are located within Liverpool and Manchester.

A direct public transport link between all three authorities will aid existing employees accessing Daresbury SIC from Warrington, and cater for employment opportunities for St Helens residents to access Daresbury SIC. Such links will also aid connections to other employment sites, such as those within St Helens and Warrington Town Centres.

D2. Financial sustainability

This bid has been developed as a means of developing long-term financially sustainable measure to address issues in regards to developing. The four package elements of this LSTF bid have been appraised in terms of their financial sustainability.

SECTION E – Deliverability

E1. Implementation

It is proposed the project will be managed through existing structures in place. It is believed that this will ensure that the project can start immediately if the bid is successful and ensure successful delivery. The Mid-Mersey Transport Thematic Group will be overall responsible for project managing the delivery of the bid. This group consists of senior transport officers from each of the local authorities and is chaired by Halton Councils Operational Director Policy, Planning & Transportation. Merseytravel and the Highways Agency are also represented on this group. Representatives from the partner organisations in the private and voluntary sectors will also be invited to attend the steering group.

In terms of scrutiny during the life of the projects it is proposed that each of the local authority partners will report back progress through their relevant political structures. Within St. Helens this will be through the Councils Cabinet. It is seen that given the strategic nature of the project. Within Halton through the LSP Transport Board and **within Warrington through ...**

Financial Monitoring – As accountable body St. Helens Council will manage and monitor the financial spend of the project and co-ordinate the claims with DfT. This will be undertaken by the Council's Economic Development Team who have extensive experience in dealing with this area of work.

Implementation of the specific elements and procurement of the package is detailed in section E2 with the output milestones.

E2. Output milestones

A GANNT Chart has been produced to indicate the package bid programme, including what measures are applicable to each of the authorities within the Mid-Mersey area. This can be found below:

	2012			2013			2014			2015		
Mid Mersey LSTF	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Cycle Links to Rail Stations												
Minerals Line Link												
Sankey Valley Upgrade												
Travel Plan Monitoring												
Travel Plan Action Fund												
Cross Boundary Public Transport Map												

Mid-Mersey Walking and Cycling Maps	
Cross Boundary Public Transport	
Key	
	Procurement, design and planning
	Implementation of the project
	Target Completion

(Note will need to change if spending profile/projects is changed)

E3. Summary of key risks

Please identify the key risks to delivery and planned measures for managing those risks.

Please see appraisal of risks associated with project (out of 4)

Risk - Implication	Risk - Measure of Severity	Risk - Measure of Probability	Risk Score	Measures to redress risk
Change of political administration	1	2	1	Political reporting mechanisms will be in place throughout the project within each partner Local Authority to report benefits project bringing.
Increases in engineering / infrastructure costs for capital measures	2	2	4	Cost will be monitored through project delivery. Works to be delivered by framework agreements. Experience of delivery of similar schemes applied with cost estimates.
Partners not working effectively	2	2	4	Partnership working between the partners involved has already successfully undertaken with other projects.
Withdrawal of support by partners	1	2	2	The development and the delivery of the LSTF bid is de
Delays in delivery of schemes	2	2	4	Consideration has been given to delivery timescales with the development of the bid. Appropriate contingency will be defined and applied if delays in delivery are apparent.
Under performance of modal shift and	2	2	4	The Thematic group will undertake active monitoring of the scheme delivery.
Level of job creation not realised	2	3	6	Throughout the LSTF period the Thematic group will work closely with identified areas which forecast job growth to be able to support the areas

				with practical sustainable transport solutions
Loss of delivery staff	1	1	1	Appropriate delivery structure and cross partner working will ensure that in the event of staff leaving the delivery of the initiatives will not be compromised

E4. Project evaluation

St.Helens, Warrington and Halton Councils are willing to co-operate fully with the Department for Transport evaluating the benefits of the programme. It is hoped that the proposed outputs and outcomes will help aid stronger cross boundary links by sustainable modes, and help provide access to new employment opportunities for residents within the Mid-Mersey Area.

DRAFT