



**1st UITP SUSTAINABLE DEVELOPMENT
CONFERENCE**

***" Sustainable Cities and Public Transport
Bringing Quality to Life"***

Bilbao, 18-20 October 2006

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Thursday 20 October 2006, Session 6

***Liverpool South Parkway: A pioneering example of sustainability in
transport infrastructure***

1. Biographical note

Alan Stilwell is Director of Operations with Merseytravel, the Merseyside Passenger Transport Authority and Executive. He is responsible for rail and bus services, the famous Mersey Ferries, facilities management (bus stations, etc.), the development and delivery of infrastructure projects, and the organisation's estates.

Alan has worked for a number of English local authorities, in Hertfordshire and Merseyside, and was County Engineer in Cheshire until he started work with Merseytravel in January 2005. He has wide experience of planning and delivering integrated transport strategies, major and minor highway and transport schemes, and their operation and maintenance.

Alan holds a degree in Civil Engineering, with Honours, from Leeds University, and is a Chartered Civil Engineer. He is a Member of both the Institution of Civil Engineers (ICE) and the Institution of Highways and Transportation (IHT). He is Chairman of the ICE Transport Board, and represents the Board on ICE's Engineering Committee

2. Abstract

Merseytravel is the Merseyside Passenger Transport Authority (PTA) and Executive (PTE) based in Liverpool in the northwest of England. The core function of Merseytravel is transport planning in the Merseyside metropolitan area. In addition, it is responsible for the development, construction and operation of new public transport infrastructure, including all bus stations, some rail stations, and all bus stops and shelters.

Merseytravel was the first UK PTA/E to develop an Environmental Sustainability Strategy, and be accredited to the International Standard ISO14001 for its environmental management system. Sustainable design is a key tenet of the Strategy, as good design impacts upon use of resources, air quality and climate change, accessibility, and behavioural change. This paper focuses on the design elements incorporated into a large transport interchange, which has become a flagship project for Merseytravel and an example of best practice for other transport bodies.

3. Full Text

Merseytravel is the Merseyside Passenger Transport Authority (PTA) and Executive (PTE), based in Liverpool in the northwest of England. The PTA is a public sector body made up of 18 elected representatives drawn from the five Merseyside district councils – Liverpool City Council, and Knowsley, St Helens, Sefton and Wirral Borough Councils. It is part-funded by those councils, and also receives public funding from the UK's central government. Merseytravel is responsible for co-ordinating public transport in Merseyside, and is one of seven such bodies in the UK, covering the major conurbations.

The core functions of Merseytravel include transport planning in the metropolitan area, working with the five Merseyside district councils. It is responsible for the development, construction and operation of new public transport infrastructure, including all bus stations, some rail stations, and all bus stops and shelters. It operates most local rail services; and owns and operates the famous Mersey Ferries, and the two road tunnels under the River Mersey. Merseytravel supports non-commercial bus services, within the deregulated system in England, outside London, and operates a system of pre-paid travel tickets for the whole of the public transport network within Merseyside.

Merseytravel's Environmental Sustainability Strategy

Merseytravel was the first UK PTA/E to develop an Environmental Sustainability Strategy, and be credited to the International Standard ISO14001 for its environmental management system. The Strategy is a two-pronged approach to demonstrate, (a) in-house policies leading to positive environmental change, and (b) external corporate policies that have benefits in the Merseyside sub-region on the environment, its social fabric and the economy. There are many different aspects to the strategy, the majority of which try to address the various impacts that transport has on both the environment and the health of the community.

Sustainable design is a key tenet, as good design impacts upon use of resources, air quality and climate change, accessibility, and behavioural change. Quite often design issues get overlooked as the focus is on improving the environmental performance and ultimately the sustainability of the individual transport modes.

Liverpool South Parkway Transport Interchange

Liverpool South Parkway (LSP) is a transport interchange in South Liverpool, principally serving the local community for rail travel into Liverpool City Centre; business and leisure travel within and outside the Merseyside sub-region; Liverpool John Lennon Airport; and local business and retail parks. It allows interchange between two rail lines – the West Coast Main Line, linking Liverpool City Centre to Manchester, Leeds, Birmingham and London; and the suburban Merseyrail Electrics Northern Line, linking South Liverpool to Liverpool City Centre and beyond to Southport, Ormskirk and Kirkby. Previously the two lines were served by two separate stations in the area, with no interchange possible.

One of LSP's principal functions is as a rail interchange for the nearby Liverpool John Lennon Airport. The airport has seen substantial passenger growth in recent years, and that growth is expected to be maintained in the future. Access to the airport by rail, via LSP, supports the airport's Surface Access Strategy, particularly the targets for travel to and from the airport by public transport. Seven buses an hour link LSP to the airport, with buses also providing links to the local business and retail parks. LSP is also accessible by cycle, with enclosed and secure cycle parking in the interchange.

Opened in June 2006, LSP is an important driver in the continuing economic regeneration of the South Liverpool area. It occupies the site of the now derelict South Liverpool Football Club, the starting point for the careers of many famous Liverpool and Everton FC players. Seven trains an hour currently stop at the interchange, and this will increase as new train timetables are developed and patronage at the facility grows.