

MARCH 25TH

METAL, EDGE HILL STATION

11- 4PM

# CIVIC SATURDAYS



Transport, past present and future  
EVENT NOTES

Merseyside  
Civic  
Society

  **MerseyCivic**  
[merseysidecivicsociety.org](http://merseysidecivicsociety.org)

Metal

## Edited Notes of event at Metal, 25th March 2017

### As written on the wall by Jean Grant

### Edited, with additional notes by Trevor Skempton

Five large sheets of paper were pinned to the 'feedback wall', with the five headings representing a selection of topics that were to be discussed. Pens and post-it notes were also provided.

The original five selected headings were:

- High-Speed Rail
- Merseyrail
- Cycling
- Walking
- Heritage

Jean Grant chaired an introductory session, in which participants introduced themselves and their reasons for being present. This introductory session expanded to fill the entire morning. In recognition of the presence of Councillor Liam Robinson, Chair of Merseytravel and Councillor Malcolm Kennedy, Liverpool's Cabinet Member for Regeneration, the 'Merseyrail' heading was widened to 'Merseytravel'. It was also explained that 'Heritage' referred to the particular rail heritage of the Edge Hill site and similar sites within the Liverpool City Region.

There was lego in the entrance area [courtesy of the Liverpool Architectural Society] and Matt Harris led a lunchtime tour of Metal. The afternoon session then focussed on future actions.



## Attendees:

Philip Barton [CH41]

Andrina Boyle [L34]

Patrick Boyle [L34]

Mike Chitty [L25]

Martin Dunshen [L25]

Shane Fitzpatrick: *Merseytravel*

Derek Gould

Jean Grant [L8]: *Chair, MCS*

Dai Gwynne [L7]: *MCS Council*

Matt Harris: Metal

Joyce Hughes [L18]

Councillor Malcolm Kennedy: *Cabinet Member for Regeneration*

Lewis Lesley [L9]

Rob MacDonald [L23]: *MCS Council*

Bill McGarry [L17]

David Massey [L25]: *MCS Council*

Paul O'Donnell [L15]: *Liverpool and Manchester Railway Trust*

Councillor Liam Robinson: *Chair of Merseytravel*

Stella Shackel [L25]

Trevor Skempton [SY10]: *MCS Council*

Val Walsh [L23]

Colin Watts [L17]

Ingrid Watts [L17]

Andrew Weatherstone [L15]: *MCS Council*

Phil Winston [L17]

Professor Lewis Lesley:

## Selected introductory comments:

### Cycling:

Colin Watts was the first of a number of those present who raised cycling issues, a theme taken up by others, including Dai Gwynne and Derek Gould

'City-bikes' good – provision bad, especially for inexperienced

Used to cycle 60%. More traffic – terrified. Use our disused tunnels?

Ullet Road, Lodge Lane very rough. World-wide comparisons

Cyclist rules no good

Pavement may be impossible. Subject to fine. RESPECT – key to integration.

Cycling [walk, drive, etc] V I P integrate, CCTV security

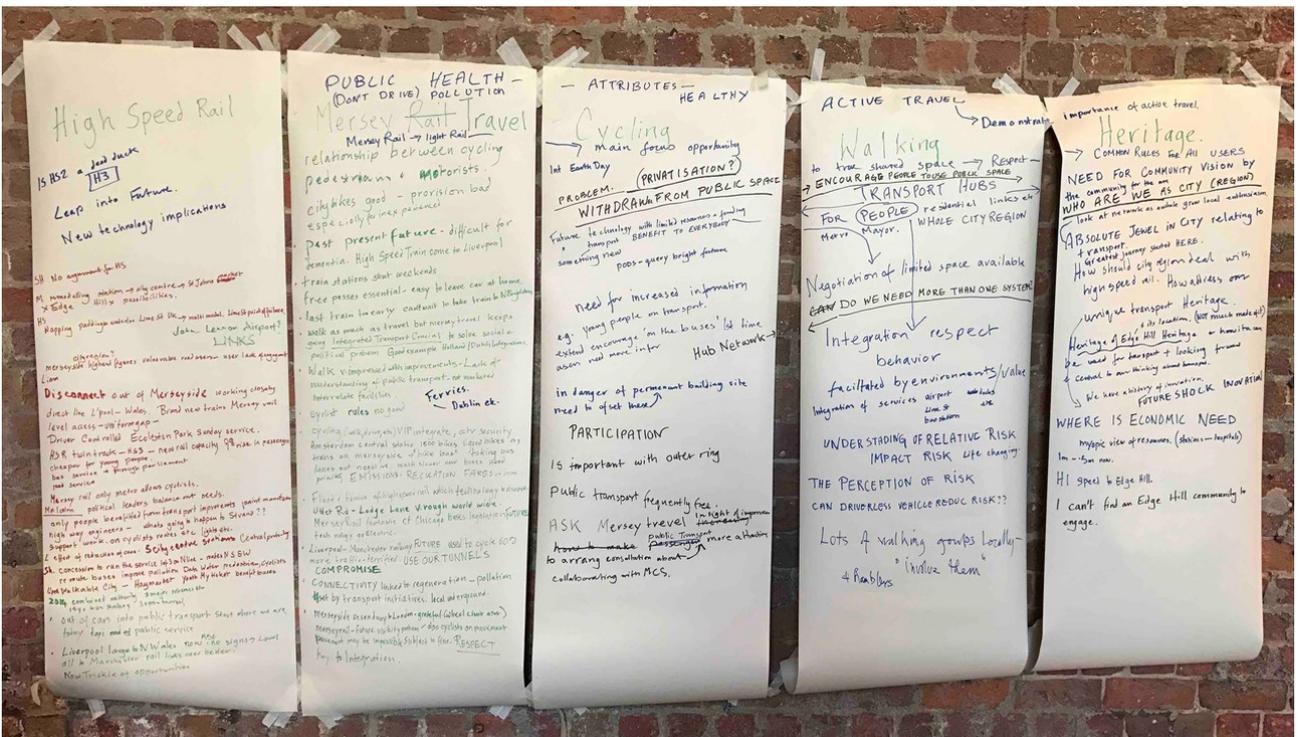
Amsterdam Central station – 1500 bike spaces

V. good bikes on trains on Merseyside, plus 'bike bus'

Lack of enforcement.

Liverpool and City Region has very bad record on death/injury of vulnerable road users – user lack of engagement

Concern that the meeting 'shouldn't be hijacked by the cycling lobby'



## Heritage:

The importance of the Edge Hill site was emphasised by Paul O'Donnell of the Liverpool and Manchester Railway Trust

Liverpool-Manchester Railway future

He also emphasised the site's potential importance for the future network, giving the recently publicised proposal for a 'Sergeant Pepper line' [a circle linking Edge Hill, via the Victoria tunnel and overhead section in the North Docks and a return via the goods line through Walton and Anfield] as an example

Connectivity. Linked to regeneration. Pollution. Offset by transport initiatives.

## Access to services:

Rob MacDonald described the particular difficulties faced in designing for dementia, raising critical questions of access, vulnerability and ageing.

With respect to cyclists and others, the need for 'respect' between different users was emphasised – Philip Barton, himself a wheelchair user

Removing bus lanes negative – slower now, buses need priority – Derek Gould

Late night travel [after theatre, etc]? – Andrina Boyle

Last train too early – [e.g.] to New Brighton

Sunday closure of some suburban stations – Patrick Boyle

Free passes essential – [make it] easy to leave car at home

## The wider City Region:

Trevor Skempton described the increasing difficulty of getting into Liverpool from North Wales [no direct trains, no ferries, no road signs to Liverpool, no left turn possible from the M56 onto the M53!], which contrasts starkly with Liverpool's former regional influence [Daily Post, MANWEB, Water Supply, Liverpool-Welsh department stores, etc]. It also contrasts with the new stronger links that are growing between North Wales and Manchester [and Manchester Airport].

## Councillor Liam Robinson:

[Referring initially to North Wales question, then other issues that had been raised]

Agreed there is a 'disconnect out of Merseyside' – Working closely on direct routes Liverpool-Wales [Halton Curve and Wrexham line]

Eccleston Park Sunday service [coming]

9% increase in passengers –  
New rail capacity [coming]

Brand-new Merseyrail trains – level access, uniform gap, wheelchair access.

Driver controlled trains [issue] –  
Why the dispute? – Andrina Boyle

Cheaper for young people

Bus services – through parliament

Merseyrail only metro that allows cyclists – bikes will be carried on all new trains

## Councillor Malcolm Kennedy:

'Political leaders balance out needs'

'The only people who benefit from some transport improvements [cycle lanes] are paint manufacturers' [!]

Highway engineers. '[Some] money wasted. Self-righteousness.'

'My grandfather used to walk everywhere. Need for a 'Walking Officer'

What's going to happen to The Strand?? – 'Key project is The Strand'

Support work. On cycle routes etc. Lights etc. 'Must keep politicians to their word'



## Professor Lewis Lesley:

'Reduce car space, car use reduces' [It has long been agreed that traffic sometimes grows to fill the roads available]

Passengers on Merseyside: "Merseyrail 2%, Buses 15%, Cars 65%"

Merseyrail – [and/or?] Light Rail

Buses – Emissions, Regulations, Fares

Buses legislation. Future technology. Go electric

## Shane Fitzpatrick [Merseytravel]:

Ferries, Merseyrail, Buses [cooperation within market mechanism]

Effect of reduction of cars. Five City Centre Stations. Liverpool Central is priority.

Central station has had to be closed on occasions for capacity reasons [comparable with a few London Underground stations and Birmingham New Street]. Lime Street is also vulnerable [loss of other Liverpool terminals] and may need to be extended

Northern Rail Concession – Merseyrail is one of three [operators].

Re-route buses [more to go to Liverpool One, where there are layover facilities, cutting down on 'dead mileage']. Improve pollution. Dale Street and Water Street to become more comfortable for pedestrians and cyclists.

Birkenhead Bus Station expanded. Wirral Waters

Liverpool is a walkable city

Youth 'my ticket' [£2 all day] – youngsters getting use to bus travel

Lime Street to be 'predominately pedestrianised'

It was suggested that 'parking is being decriminalised' and cycling on the pavement may be 'following the same route'.

Merseytravel covers six districts

Merseyside 1.5 million people. Wider travel-to-work area 2.4 million

New rolling stock will enable cross-boundary trips [overhead and 3rd-rail pick-ups]

New Stations very expensive [e.g. Maghull North £30million]

Halton curve – 10 year bus strategy – 20 year ferry strategy – Tunnel strategy

## High-speed rail:

High-Speed Train coming to Liverpool [Is it?]

How should City Region deal with High speed Rail?

[What is the] argument for High Speed [?]

High-speed rail will mean major change – or an alternative – to Lime Street Station

High Speed Rail – twin-track [approach to] HS2 and HS3

Is HS2 a dead duck? HS3? Leap into the future[?] New technology implications

Flood and Famine of High Speed Rail. Which technology to choose.

## Walking:

Lots of walking groups locally. Involve them. And Ramblers

Importance of active travel –

COMMON RULES FOR ALL USERS

Need for COMMUNITY VISION – by the Community

Walk as much as travel but Merseytravel keeps going [?] Integrated transport crucial to solve social and political problem. Good example: Holland

Walk – v. impressed with improvements – Lack of understanding of public transport – not marketed. Interrelated facilities

UNDERSTANDING OF RELATIVE RISK

IMPACT RISK – Life Changing

THE PERCEPTION OF RISK

CAN DRIVERLESS VEHICLES REDUCE RISK?

Advocate of 'shared urban surfaces' [pedestrians and traffic], but there are few good examples in the UK [Poynton in East Cheshire is one] – many more in other countries such as the Netherlands. Main issue is 'behaviour' [respect] – It's not easy, but further segregation is not an attractive long-term option - Trevor Skempton

## Other pre-lunch comments:

PARTICIPATION

Is important with Outer Ring [suburbs]

Public transport frequently free [or nearly-free public service, around the World]

ASK Merseytravel in light of improvements

Arrange consultation about attracting more passengers to Public Transport

Collaborating with MCS

Active Travel – Demonstrate

True Shared Space – Respect

Encourage people to use public space

Transport Hubs

For PEOPLE. Residential links etc

WHOLE CITY REGION. Metro Mayor

Hub [versus?] Network – Do we need more than one system?

WHO ARE WE AS CITY [REGION]?

Look at network as a whole – grow local enthusiasm – ABSOLUTE JEWEL IN CITY – relating to transport. Greatest journey started HERE



***'Can we summarise? – 'Respect' for all road users. Demand for 'clarity' [in people's heads]'. Also: 'Do we need a specific evening meeting about access?'*** Jean Grant

## **Lunch-break:**

During a short break, Matt Harris gave some of the attendees a tour around Metal

## **Afternoon Session:**

- Integration –  
Respect – Behaviour
- Facilitated by  
environments / values

## COMPROMISE

'Negotiation of limited [street?] space available' - Dai Gwynne

How to address our unique transport heritage

Heritage of Edge Hill and its location.  
Not much made of it.

And how it [Edge Hill site] came to be used for transport – and also looking forward – [could be] central to our thinking about transport

Edge Hill – effectively 'mothballed' at the moment – could emerge as the 'jewel in the crown' of transport integration

High Speed to Edge Hill [?]

'Increased awareness of public transport initiatives [e.g. ticketing for young people]. Extend! Buses!!' – Mike Chitty

Need to integrate services – Lime Street to buses, direct Merseyrail link to airport

Out of cars into public transport. Start where we are today. Taxi is public service

Future Technology and Innovation  
[History of, in Liverpool]

Reference was made to future technology beyond high-speed rail, being pioneered in China. This could include ultra-high speed underground tube links between the Northern cities, and potentially link Liverpool with Dublin, Cardiff and Glasgow.

The same conversation referred to a potential re-interpretation of the Overhead Railway, serving the developing waterfront in North Liverpool

Suggestion that Merseyrail be converted to 'Light Rail' – others disagreed strongly

There was a view that HS3 [connecting Northern cities] should take precedence over HS2 [connecting Manchester and Leeds with London and Birmingham].

Transport development is 'economy driven' – Lewis Lesley

## WHERE IS ECONOMIC NEED?

Myopic view of resources [stations, hospitals]

From [nearly] a million to [less than] half a million now

On rail heritage – Edge Hill could be an example, extended across the City Region

The whole site reminds me of where I've come from [Rob MacDonald]

Also – 'World railways' and the 'Metal' branding

We have a history of innovation

## FUTURE SHOCK, INNOVATION

Ref: 'Future Shock' by Alvin Toffler

Long-distance trains now coming to Europe from China – should come to Liverpool

Need for young people and University research into transportation. And 'Fablabs'

Need for holistic overview. Integrate things

Integration yes, but 'hub' and 'network' are different things and can be in conflict

Road space for people, not through traffic

All users have equal rights. Should be common rules and no hierarchy of users

How do people get across junctions?	Fossil fuel reduction – reduces climate change and health risks
Strategic links – issue for Metro Mayor	Electric and/or driverless vehicles – source of fuel is still an issue
[Discussion of] relative risks to pedestrian of cycling on the pavement	Also 'getting out and about' is better [healthier] than 'isolation and loneliness'
Risks – perception – relative – statistical impact – overall quality of life	Problem of withdrawal from public space [whether in cars or at home]
Walking and cycling – public health benefit ,	This station is an 'embarrassment' with respect to its 'heritage potential'
Driving a car – public health detriment	
'One person's enjoyment [driving] is another person's perceived risk.'	'Can we agree topics to be taken forward?' – Jean Grant

## ***'Can we agree topics to be taken forward?'***

Jean Grant

- Merseytravel need to engage
- 'Participation' not [just] 'Consultation' – a clear process
- Can we take this back to Merseytravel and ask them to organise public meeting on how to make public transport more attractive?
- MCS needs to prepare for 'Metro-Mayor' – Transport is big issue for City Region
- We need full proposal for [Edge Hill] area and tunnels, including regeneration of whole area – Paul O'Donnell
- 'Can't find an Edge Hill Community to engage [with]'
- 'Heritage' – [Could be cohesive, bring people together]

When it comes to  
the place we live in,  
we should be more  
than just bystanders

**Join Us.**



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