



LIVERPOOL
CITY REGION
COMBINED AUTHORITY

METRO MAYOR
LIVERPOOL CITY REGION

Liverpool City Region Combined Authority

Local Transport Plan (LTP)

Transport Delivery Plan

2025 – 2040

JANUARY 2026 – CONSULTATION DRAFT



1. Introduction to the Transport Delivery Plan

- 1.1 This Delivery Plan forms part of the Liverpool City Region's Local Transport Plan (LTP). It sets out the funding, the main priorities and programmes of activity that will help to deliver goals, principles, policies and priorities set out in the first part of the LTP (hyperlink). Both documents make up our statutory Local Transport Plan for the Liverpool City Region, under the provisions of the Local Transport Act 2008 and emerging duties set out in the 2025 English Devolution and Community Empowerment Bill.
- 1.2 The delivery plan is split across three main funding horizons between now and the plan's end date of 2040. This reflects the timeframes covered by our main, devolved funding allocations in the main, and which typically cover 5 year periods. **These programmes will be shaped and informed by the core LTP.** We also recognise the importance of keeping our delivery programmes fresh and relevant, which is why we will update our delivery plans on a rolling basis, to reflect changes in our circumstances and changes in our priorities. Similarly, solutions that may have been relevant and feasible in the early days of the plan may become outdated through new technology and innovations.
- 1.3 Our three main funding horizons are:
 - **Current** – until March 2027
 - **Imminent** – between April 2027 and March 2032
 - **Our future vision for transport** – from April 2032 to March 2040
- 1.4 The current programme mainly covers the committed £710 million City Region Sustainable Transport Settlement (CRSTS) funding programme. This fund is now fully committed and schemes are at an advanced stage of readiness or else being delivered on the ground.
- 1.5 The imminent programme will be largely delivered using our £1.6 billion Transport for City Regions (TCR) allocation that will forms part of the our Integrated Settlement taking effect from the 2026/27 financial year. This is a new and welcome approach to managing a range of funds over multiple financial years, with much greater local flexibility to align funds and determine priorities.
- 1.6 The future vision is at a higher level, and as such, is less defined. It sets out the large-scale investments that we expect to see in delivery in the next decade, together with schemes that are embryonic and unfunded at this stage. The details of the long-term delivery plan will be informed by further feasibility and design work that takes place in the short to medium term. We will keep our data and evidence updated as well, so that we plan from a fully informed position.
- 1.7 The delivery of this plan is not just funded by CRSTS and TCR, however, as it includes capital and revenue funding from a range of sources including:

- The LCRCA's Mayoral Precept
- The Merseyside Transport Levy and transitional levy for Halton
- Existing Shared Prosperity or Levelling Up Funding
- Existing funding from Active Travel England
- Bus Services Improvement Plan funding
- income from the Mersey Tunnels Tolls
- from autumn 2026, fare income from franchised bus services that the LCRCA will manage
- funding for supporting the delivery of the devolved Merseyrail concession
- other funding from the LCRCA's Integrated Settlement
- funding and development contributions secured through the planning system where new development will exert demand on existing transport networks, guided by the draft Spatial Development Strategy (SDS) and Infrastructure Delivery Plan (IDP).

1.8 The bulk of our medium-term funds are expected to flow via our Integrated Settlement, which is likely to consolidate and simplify the funding landscape. We expect that the scope for new bidding opportunities is expected to be very limited, any bidding opportunities taken forward must clearly support the priorities in the LTP and the transport delivery plan. The LCRCA will not pursue any speculative funding opportunities that deviate from these aims and outcomes. The LTP will also provide the strategic narrative for any suitable bids or other opportunities.

1.9 An Independent Integrated Assessment (IIA) of the delivery plan has been carried out, in line with statutory requirements for developing an LTP, but moreover, to ensure that the plan supports our clean commitments in this space as a city region. Ensuring that the transport plan helps to achieve a fully accessible and inclusive transport network is our starting point, and the independent assessment is important to inform, test and validate our approach.

1.10 This Assessment has the following components:

- Sustainability Appraisal (SA)
- Strategic Environmental Assessment (SEA)
- Equalities Impact Assessment (EqIA)
- Health Impact Assessment (HIA) and
- Habitats Regulations Assessment (HRA).

1.11 The Delivery Plan performs well against the assessments undertaken. It sets out recommendations and considerations that will inform the next stages in the plan's implementation, namely the development of specific solutions, schemes, designs and interventions. The IIA is available to view in full on the LCRCA's LTP website.

2. Principles underpinning our Transport Delivery Plan

2.1 Transport schemes, services and investment decisions will be guided by the vision, goals, principles and policies in the core LTP. Specific guidance or criteria that stem from agreements underpinning our devolved funding settlements or any additional funding sources will also form guiding principles.

2.2 To recap, the core LTP sets out a **vision for transport, five goals, eight guiding principles and 21 core policies**:

Vision, Principles, Goals and Policies	
THE VISION	
Clean, safe and accessible transport for moving people and goods	
GOAL 1	Support good, clean job growth and opportunity for all
GOAL 2	Achieve net-zero carbon and an improved environment
GOAL 3	Improve health, safety and quality of life
GOAL 4	Transport infrastructure that's well maintained and resilient
GOAL 5	Plan and respond to uncertainty and change and be innovative
Principle 1: A vision led approach Principle 2: All LTP Goals are of equal importance Principle 3: Transport decisions based on clear need and evidence Principle 4: Transport must support placemaking Principle 5: Prioritise safe, clean, healthy travel in all we do Principle 6: Guided by our commitment to inclusivity, accessibility and social value Principle 7: Work with others to promote and deliver the LTP Principle 8: A rolling programme of innovative transport investment	
GOAL	POLICY
GOAL 1 <i>Support good, clean job growth and opportunity for all.</i>	Policy G1-1 Consider sustainable transport and movement in all we do as a Combined Authority
	Policy G1-2 Prioritising measures and services that improve people's access to opportunity
	Policy G1-3 Making it easy and affordable to travel sustainably
	Policy G1-4 Reviewing our travel support offer
GOAL 2 <i>Achieve net-zero carbon and an improved environment</i>	Policy G2-1 Removing carbon emissions from transport
	Policy G2-2 Delivering an integrated, sustainable mass transit network, tackling capacity problems and improving connectivity
	Policy G2-3 The role of shared mobility and micromobility
	Policy G2-4 Reallocating road space and making best use of finite capacity

GOAL	POLICY
	Policy G2-5 Creating high quality, low carbon transport networks in Liverpool City Centre and in our main town centres Policy G2-6 Delivering sustainable and efficient freight and logistics Policy G2-7 Implementing “polluter pays” approaches
GOAL 3 <i>Improve health, safety and quality of life</i>	Policy G3-1 Reinforcing “Vision Zero” – no deaths or serious injuries on the city region’s roads by 2040 Policy G3-2 Delivering clean, healthy travel and placemaking in all we do Policy G3-3 Improving air quality from transport Policy G3-4 Making all journeys safe, inclusive, attractive and reassuring for the user
GOAL 4 <i>Transport infrastructure that's well maintained and resilient</i>	Policy G4-1 Well maintained transport infrastructure with regimes informed by good data Policy G4-2 Delivering transport that can withstand the effects of climate change Policy G4-3 Ensuring that we develop and maintain infrastructure in a sustainable way
GOAL 5 <i>Plan and respond to uncertainty and change and be innovative</i>	Policy G5-1 Testing proposals against uncertainty and change and applying scenario-planning principles Policy G5-2 Piloting options, trials and new technologies in a climate of uncertainty and change Policy G5-3 A Smart City Region – Investing in new technologies and using Artificial Intelligence for good

2.3 We’re clear that the scale and ambition of the LTP’s overriding vision, goals, principles and policies require significant investment and effort to deliver, not least to support the very significant change needed in how we travel and move to decarbonise transport by 2035. This scale of change is restated over the page.

(B) To achieve net zero by 2035 locally

- Based on an estimate that only 63%-75% of the car fleet will be zero emission vehicles by 2035 this must change, through increased uptake and/or mode shift
- Levels of car trips will likely need to have reduced by between 11% and 21% relative to pre-COVID levels of demand
- This is equivalent to taking between 216,000 and 395,000 daily car trips off the road

If an average person takes 433 individual car trips a year (including non-car users), this will need to be reduced to between 346-372 trips

- Bus trips will likely need to increase by between 61% and 82%
- Rail trips will likely need to increase by between 69% and 72%
- Cycling and walking trips will need to increase by between 8% and 35%

2.4 From the LTP’s guiding policy framework, transport solutions and proposals must be proportionate to the problem that exist. This means that all options must be considered. Options will be considered from the basis of problem-based analysis, rather than from the point of view of a defined project, solution or scheme. The use of data will be critical to understand the

problems that exists, and the ability of solutions to tackle these problems. This includes consideration of a mix of capital and revenue interventions in the round and tested as a package of measures.

- 2.5 The LTP stipulates a move away from transport planning based on predicting future demand to provide capacity for motorised traffic, to a vision-led approach in place of a “predict and provide” approach in delivering the plan and its interventions.
- 2.6 In line with our sustainable movement hierarchy we must make sure that walking, wheeling and using the bus and rail networks are not only the most important considerations in how we plan movement and new schemes, but that these are also made the most convenient, safe and attractive options in how they are designed and prioritised.



- 2.7 Our priority is to make it easy for people to mix and match the best forms of clean, zero carbon transport at the upper end of hierarchy especially, to make their journey, so that networks feed and support one another, integrate more, and duplicate less.
- 2.8 We must review how road space is used and reprioritise road space to make sustainable modes of travel – walking, cycling, clean public transport and new forms of mobility such as e-bikes and e-scooters the first choices in their attractiveness, convenience and affordability. Highway maintenance schemes must consider and incorporate plans to support safe walking, wheeling and public transport use in equal measure. The consideration of new forms of mobility and innovation will be critical too.
- 2.9 This integrated approach will require capital and revenue-based measures to be considered and blended, to create a coherent package. Revenue measures will include enhanced ticketing options to widen choice and integration, measures to manage demand for private vehicles (e.g. travel

plans) and marketing and incentivisation measures. Travel plans for schools and workplaces will be used as part of his process.

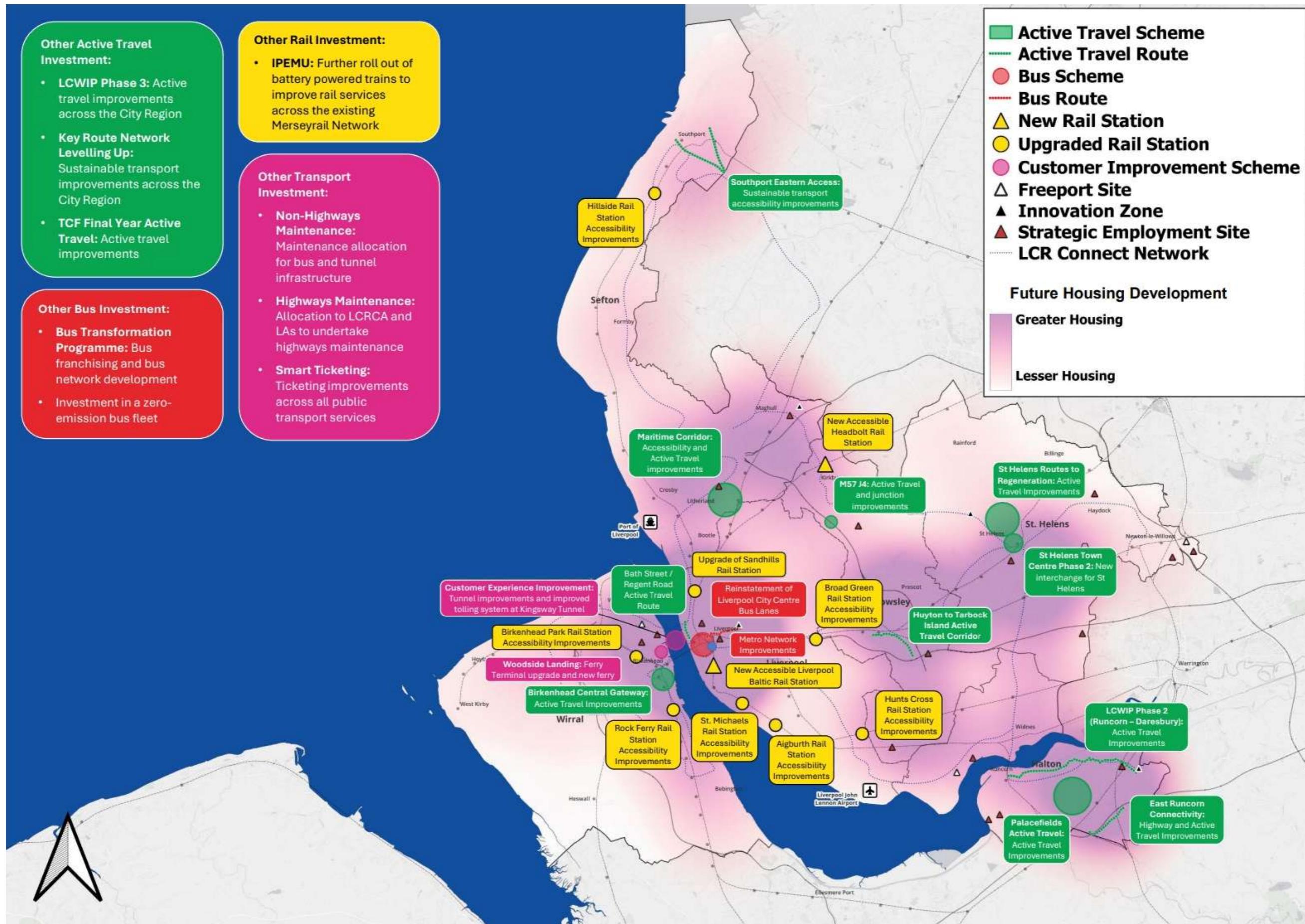
- 2.10 Providing reassurance, advice, support and incentives is vitally important part of the package needed to support modal shift from private car to sustainable alternatives to meet the priorities in this LTP.
- 2.11 Proposals must also be tested against future uncertainty as part of the risk management process, especially against the four future travel scenarios that have informed the development of this plan. Schemes or interventions that stack up against uncertainty and a range of futures will typically have the additional assurance of demonstrating that they are robust and future-proof

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3. The current Delivery Plan

- 3.1 The most significant element of the LTP's current programme will be the committed **£170 million City Region Sustainable Transport Settlement (CRSTS)** secured from the Department for Transport between 2022-23 and 2026-27.
- 3.2 The objectives of CRSTS are to:
 - Drive growth and productivity through infrastructure investment
 - Level up services towards the standards of the best
 - Decarbonise transport, especially promoting modal shift from cars to public transport, walking and cycling
- 3.3 Schemes should support the objectives of the national bus and cycling strategies, including ambitious bus and cycling priority measures, with decisions on Key Route Networks led by Combined Authorities and Mayors.
- 3.4 The spatial priorities of the investment programme are summarised in Map 1.
- 3.5 The focus of these schemes is on improving levels of connectivity by sustainable travel to key destinations and opportunities across the city region, as well as radically improving the attractiveness and quality of active travel, bus and rail options. Examples include: the proposed rail station at Baltic Triangle, serving a growing food and drink, leisure and residential area on the edges of the city, improved rail access to serve the new Everton stadium and Liverpool Waters site in North Liverpool, improved sustainable access to Knowsley Industrial Park and the redevelopment of the transport interchange St Helens Town Centre.
- 3.6 The CRSTS programme also supports a significant programme of highway maintenance across the city region, including on the Key Route Network, **Although the programme was developed and agreed prior to the drafting of the LTP, these activities directly support the vision, goals, principles and policies of the LTP.** They clearly seek to:
 - support access to growth, opportunity and new development (**Goal 1**)
 - support the decarbonisation of transport through modal shift and through the reallocation of roadspace (**Goal 2**)
 - create safe and attractive alternatives so the car and through reduced emissions (**Goal 3**)
 - improve the city region's highway assets so they are more resilient (**Goal 4**)
 - bring in new technologies and innovations for payment, and in the use of alternative fuels and in the use of new technologies and (**Goal 5**)

Map 1 –The Current Delivery Plan (2022 – 2027)



3.7 In addition to CRSTS funding, the LTP's short term delivery plan will be supported by smaller amounts of capital and revenue funding sources that have been secured, or else will be confirmed imminently:

- **Levelling Up Funding** – a transport allocation of close to [£40 million](#) as part of a programme to support town centre and high street regeneration, local transport projects, and cultural and heritage assets
- **Consolidated Active Travel Funding (CATF)** – through a 2025 allocation of £5.7 million, made up of £4.4 million of capital funding and £1.3m of revenue. This supports the delivery of high-quality walking, wheeling and cycling infrastructure, capability building measures and behaviour change activities. It also supports early development of future active travel schemes to support new housing as a focus, and create a pipeline of schemes to be funded during the medium and longer term programme horizons.
- **Bus Services Improvement Plan (BSIP) funding** – in the form of £20.7 million of funding in the [2025/26 financial year](#). This provides ongoing support for the £2 flat bus fare across the LCR, in place of the £3 national fare until the end of 2025, and support for new bus links to Runcorn from Liverpool
- **Local Electric Vehicle Infrastructure (LEVI) funding** - £737,000 of capability funding and £9.6million in capital funding from the Local Electric Vehicle Infrastructure (LEVI) Fund to support the acceleration of EVCI delivery across the City Region. 207,000 households without access to off-street parking across the City Region. The focus on providing charging infrastructure for people without access to private driveways to permit home charging.
- **Additional pothole repair funding** – an additional £8.7m was made available in [February 2025](#) to support urgent highway repairs across the Liverpool City Region. In addition to repairing potholes, it will resurface roads and cycleways, mend broken pavements, and look after bridges, tunnels, retaining walls and other structures.

3.8 The short-term delivery programme is also supported by packages of revenue spend, notably coming from the LCRCA [transport levy](#) of £107.09 million in 2025/26. These revenue activities include, but not limited to the following:

- £46 million in 2025/26 to support the comprehensive **concessionary travel scheme** to break down transport barriers for older people, people with disabilities and now new cohorts such as young people leaving the care leavers
- **Support for non-commercial bus services** ahead of the franchising of bus services in St Helens and Wirral in the autumn of 2026, and which for the 2025/26 financial year amounts to some £25 million of support

- The administration of a **multi modal ticketing system** for bus, rail and ferry travel
- £2.6 million per annum to support the operation of the **Mersey Ferries** between Liverpool Pier Head and Seacombe, providing both an important leisure and pleasure service but also a convenient way of linking both sides of the river by cycling and wheeling.
- non-capital **day-to-day maintenance and management of the city region's road and rail networks**, including the tolled Mersey Tunnels and the Mersey Gateway. A grant of £26.2m covers the operation of Mersey Tunnels for 2025/26, funded from toll income.
- **Rail Support Grant** from Department for Transport to support the operating costs of the devolved Merseyrail network
- The **Bikeability** cycle training programme
- Short term, ongoing programmes of **research, marketing, behavioural change and public engagement** to gauge insight and data, and promote transport services and products

4. The imminent Delivery Plan

4.1 The 2025 Spending Review 2025 confirmed £15.6 billion funding to provide Transport for City Regions (TCR) settlements for eligible mayoral strategic authorities. Over £500 million of TCR funding has been brought forward into 2025-26 and 2026-27 to enable preparation and earlier delivery of programmes. This will form part of the Integrated Settlement that will take effect from April 2026.

4.2 There is likely to be more limited capital funding available from the 2025 Spending Review that will take effect until 2029-30. This will form part of the Integrated settlement and will also support this medium term delivery plan. Details of these funds are not yet confirmed, but may include:

- An element of a £24 billion capital fund between 2026-27 and 2029-30 to maintain and improve motorways and local roads across the country, to improve the long-term condition of England's road network, delivering faster, safer and more reliable journeys; and
- A share of a total of £616 million to build and maintain walking and cycling infrastructure.

4.3 **The TCR programme will provide £1.581bn of multi-year, consolidated funding settlement to the LCR** - the biggest funding component of the imminent Delivery Plan. This will enhance the local transport network, including investment in public and sustainable transport infrastructure. The objectives of the fund are as follows:

- continuing to drive growth and productivity through investment in integrated transport networks
- transforming infrastructure to support the delivery of new homes and improve access to opportunity for all decarbonising transport and
- enabling healthy living, including promoting modal shift from cars to public transport, walking and cycling

These national objectives align directly with all of the Goals in the core LTP.

4.4 In developing the pipeline for the TCR programme, a 'place-based approach' to scheme development has been applied. This follows the successful approach applied during the first CRSTS funding round. It also builds on principles in the draft LTP. This work has brought together housing, economic development and transport alongside emerging policy. A data-led evidence base has been developed in collaboration with the University of Liverpool using data across four key themes:

- current economic development and housing
- future economic development and housing
- access to the transport network and health and
- deprivation.

4.5 The themes have been mapped and independently scored. This has led to the creation of heatmaps to identify areas, at a high level, with the greatest need for intervention to develop the priority pipeline areas. The thematic priorities that flow from this analysis include:

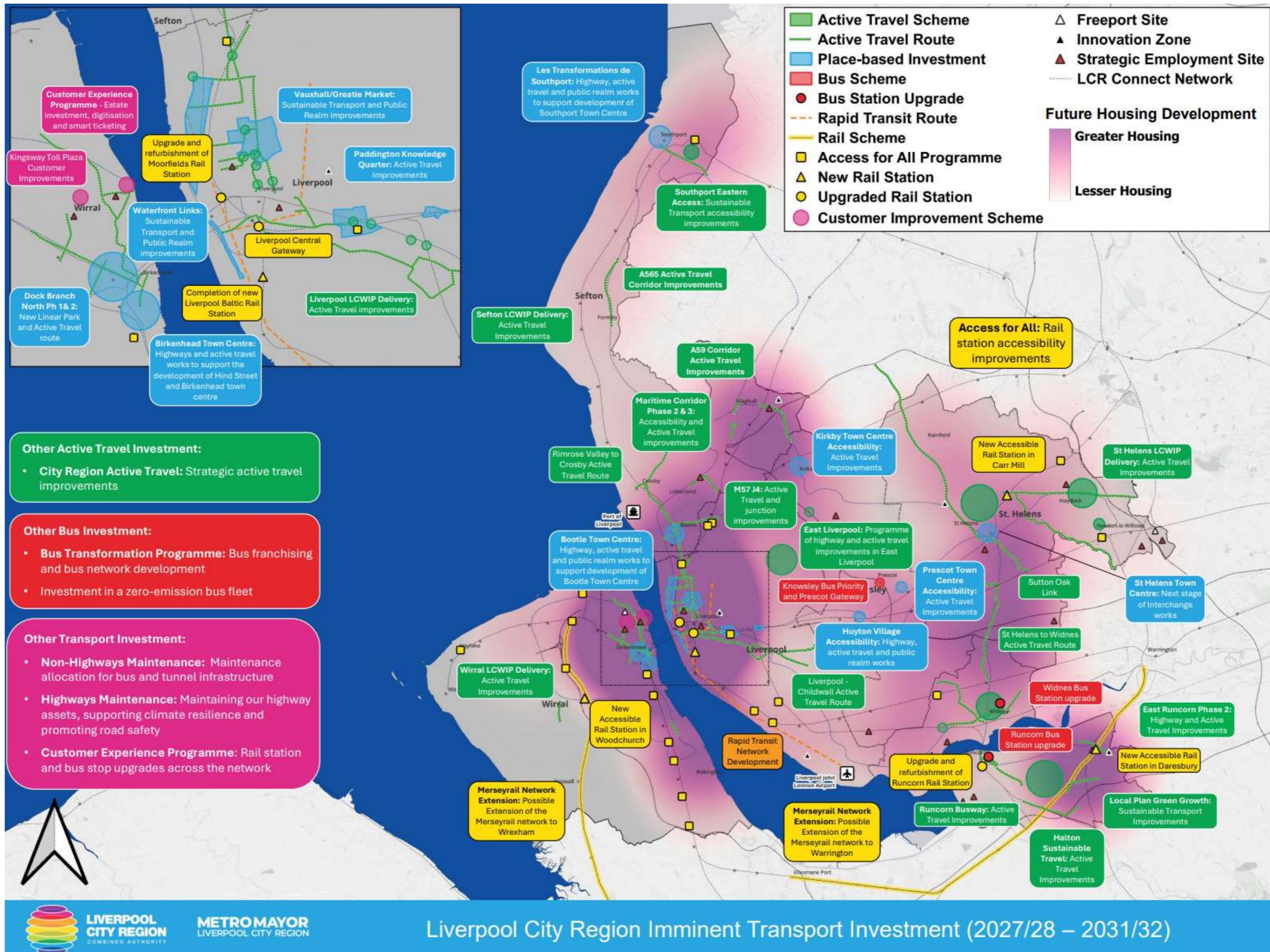
- Bus Transformation Programme to support the delivery of bus franchising
- Place-based allocations to support key investment sites and aligned to housing pipeline
- Three new rail stations and investment in rapid transit route
- A fully accessible Merseyrail network and completion of Liverpool Baltic Station
- Significant investment in active travel in line with the City Region and Local Cycling and Walking Investment Plans (LCWIPs)
- Investment in highways to enhance assets and support efforts towards Vision Zero
- Investment to support development of integrated transport network



4.6 Throughout the process of developing a pipeline of schemes, we have worked with United Utilities and the Environment Agency to align existing and future funding programmes, to collaborate to join up programmes and take a 'dig once' approach to construction and to manage surface water and pollution problems. This again builds on the clear maintenance and climate resilience priorities under Goal 4 of the core LTP.

4.7 Map 2 summarises these main investments and the table in the Appendix provides further detail of these proposed interventions.

Map 2 – Imminent Delivery Priorities (2027 – 2032)



4.8 Initial appraisal of the TCR programme has identified the following programme impacts:

- 11% increase of residents within 200m of cycle network
- 20% increase of residents within 800m of a rail station with step-free access
- Implementation of Rapid Transit routes would expand public transport catchment to serve tens of thousands of residents and jobs whilst significantly increasing bus capacity
- 20% increase in residents who can access Liverpool City Centre within 30 minutes Place based investment to support the development of thousands of new homes in key locations across the LCR
- Positive Wider Economic Impacts modelled for construction jobs, land value uplift, town centre footfall and crime reduction

4.9 This imminent delivery programme will also be supported by packages of **revenue spend**, notably from the LCRCA's [transport levy](#), Mayoral Precept and revenue flexibilities built into the Integrated Settlement. These revenue activities include, but are not limited to the following activities designed to build into a fully integrated programme of focused, capital and revenue interventions:

- funding to support the comprehensive **concessionary travel scheme** to break down transport barriers for older people, people with disabilities and now new cohorts such as young people leaving the care leavers
- By autumn 2027, bus services in the LCR will be operating under a **fully franchised system** following the introduction of franchising in St Helens and Wirral in autumn 2026. This will mean that traditional supported bus service spend will cease with all services specified and funded by the LCRCA. This will be supported by farebox income, transport levy revenue and also from an anticipated share of the national £900 million per year bus improvement fund allocation until 2028/29.
- The administration of a **multi modal ticketing system** for bus, rail and ferry travel, moving to account-based "tap and go" payment systems across different modes of travel.
- Funding to support the operation of the **Mersey Ferries** between Liverpool Pier Head and Seacombe, providing both an important leisure and pleasure service but also a convenient way of linking both sides of the river by cycling and wheeling.
- non-capital **day-to-day maintenance and management of the city region's road and rail networks**, including the tolled Mersey Tunnels and the Mersey Gateway.

- Funding to support the **operating costs of the devolved Merseyrail network** and which will enter its second franchise period in 2028 and that is now in the process of being scoped.
- Short term, ongoing programmes of **research, marketing, behavioural change and public engagement** to gauge insight and data, and promote transport services and products

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5. Our future vision for transport

5.1 Building on principles in the core LTP, the place-based priorities that will emerge from the finalisation of the Spatial Development Strategy will shape future priorities into the medium and longer-term, particularly once the implications of additional housing growth targets are fully understood.

5.2 The long-term programme of action and interventions needed to tackle some of the city region's priorities, constraints and bottlenecks, that act as barriers to the delivery of the LTP's aims will also be a relevant consideration, as per the extract below:

5.2.10 There are known gaps and shortcoming in our transport networks. These include:

- Capacity constraints at Central Station in Liverpool City Centre that if unaddressed, will choke growth on the rail network and the ability to extend Merseyrail services beyond the current limits of the network. It is also holding back investment and economic potential in the wider area.
- Poor rail connectivity and quality of service on City Line routes to the east of Liverpool towards Huyton, St Helens, Wigan and Warrington
- Limited sustainable travel choices to areas of growth such as Wirral Waters, Liverpool Waters, Knowsley Industrial Park, Daresbury and east Runcorn.
- Cross-border capacity limits and bottlenecks, compounded by poor service levels on rail routes through Chester, Central Manchester, on the West Coast Main Line (especially following the cancellation of the northern leg of High Speed 2 in 2023), and towards Deeside in Flintshire on the Borderlands Line
- Areas of poor connectivity by bus and where journey times are poor relative to the private car or rail options, if these exist, including poor connectivity in the evenings, at night and in the dark in response to changes in demand. Equally, there are areas that are over-bussed, or else where buses compete with each other and with parallel rail networks, rather than operating as a joined-up network.
- An embryonic segregated walking, cycling and wheeling network, with missing links that need to be filled to create the vision in the Local Cycling and Walking Implementation Plan
- Danger on our roads both physically (e.g. poor surfacing or potholes) and from risks presented by wide roads, high speed traffic in dense urban areas, and conflict for pedestrians, cyclists and wheelers and vulnerable road users especially
- Poor levels of direct rail connectivity relative to other core cities in the UK and that limit the potential of rail to replace car-based trips
- Adverse impacts of freight and distribution activities, especially on main arterial routes leading to the Port of Liverpool and to other major freight and logistics depots and hubs, related to the limited alternatives to end-to-end movement by HGVs or vans.
- Poor alternatives to, or poor perceptions of alternative to private car use or the use of a lorry or a van to move freight

5.3 As noted, there is no funding certainty for this longer-term delivery period, meaning that the priority during the short and medium term will be on testing options, and undertaking feasibility work, to shape this longer-term pipeline.

5.4 Many of these interventions are at a high level at this stage, and are subject to further feasibility testing, detailed business cases and further public consultation. Map 3 sets out this ambitious programme, to support some of the priorities outlined below:

The Liverpool – Manchester Railway as part of Northern Powerhouse Rail

- Greatly enhanced connectivity and rail capacity for the movement of people and freight

Merseyrail Network Extensions and new rail stations

- The development of new stations to support improved access to new housing and employment sites

Interchange renewals and improvements

- Key locations linked to growth and regeneration
- Public transport interchanges and rail station improvements
- Improved interchange with bus / town centres

Life Sciences Innovation Zone transport enhancements

Rail Freight and support for the Freeport

- Connectivity to LCR Freeport cluster
- Port of Liverpool and LCR freight access

Maintaining safe and resilient transport assets

- Addressing the road maintenance backlog
- Better water management – urban drainage / avoidance of flooding
- Modernisation of the Mersey Tunnels estate and approaches to the tunnels

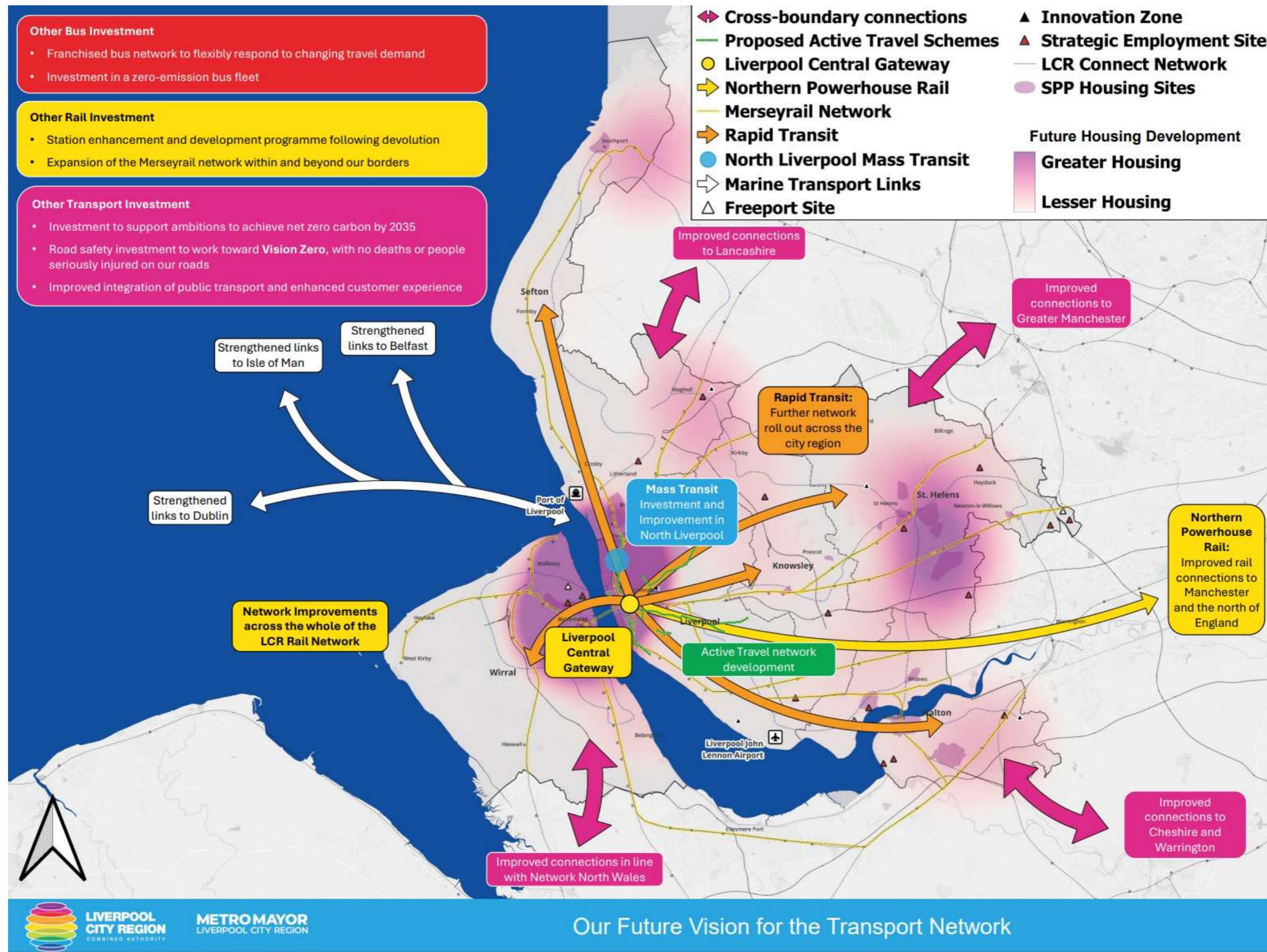
Transport Devolution and further reform

- future ownership of rail stations,

Efficiency and making best use of our networks

- combined Urban Traffic Control systems and more efficient use of our networks

Map 3 – Our future vision for transport (2032 – 2040)



Appendix: Transport for City Regions (TCR) funding priorities for the LTP's imminent delivery plan (2027-2032)

Local Authority	Scheme name or category intervention grouping	Description (include beneficial outcome)
Name of the LTA responsible for delivering the scheme	Portfolio / scheme	
LCRCA	Bus Transformation Programme - Bus Franchising	Support the roll out of franchising through fleet and depot acquisition, refurbished depot estate, new IT systems implemented and delivery of one electrified bus depot.
LCRCA	Bus Transformation Programme: Rapid Transit	Support rapid transit development and implementation of trial routes.
LCRCA	Bus Transformation Programme: Bus Priority	Targeted bus priority measures to improve journey time and quality.
LCRCA	Bus Transformation Programme: Bus Decarbonisation	To support fleet and depot decarbonisation.
LCRCA	Rail Programme: New Stations: Carr Mill, Daresbury, Woodchurch	Three new rail stations in St Helens, Halton and Wirral.
LCRCA	Rail Programme: Access for All	Accessibility improvements at remaining 19 rail stations that do not currently benefit from step free access.
LCRCA	Rail Programme: MEL Network Expansion	Further roll out of battery powered trains. Potential Merseyrail extensions to Wrexham (via Bidston) and Daresbury (via Ellesmere Port).

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Local Authority	Scheme name or category intervention grouping	Description (include beneficial outcome)
LCRCA	Rail Programme: Baltic Station	Completion of Liverpool Baltic Station.
LCRCA	Rail Programme: Moorfields	Customer improvements at Moorfields Rail Station.
All	Highways Maintenance	To support the maintenance of existing network, structures and assets with a focus on road safety and climate resilience
All	Non-Highways Maintenance	Includes improvements to tunnels, ferries and bus infrastructure across the city region.
LCRCA	City Region Active Travel	Strategic active travel projects. Likely missing links on the network and the implementation of school streets.
LCRCA	Customer Experience Programme	Programme of customer improvements: <ul style="list-style-type: none"> - Further roll out of smart ticketing - Digitisation of customer services - Existing estate improvement - Establish an integrated control centre
LCRCA	CA Approved CRSTS1 Overprogramming	Supports the latest overprogrammed position for CRSTS. Current approvals for CRSTS are £751m against the £710m CRSTS allocation. Includes: <ul style="list-style-type: none"> - Sandhills Station - Access for All / Inaccessible Stations - Huyton Active Travel (M57 J4) - Runcorn Busway - Tunnels modernisation - St Helens Multi-Modal Interchange
LCRCA	Kingsway Toll Plaza (CRSTS 1 spend carryover)	Customer improvements at Kingsway Toll Plaza.
LCRCA	Smart Ticketing (CRSTS 1 spend carryover)	Roll out of smart ticketing.

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Local Authority	Scheme name or category intervention grouping	Description (include beneficial outcome)
Halton	Local Plan Green Growth	To include <ul style="list-style-type: none"> - Enhancements of existing bus stations at Runcorn and Widnes (Greenoaks) - Highway and AT scheme on A558
Halton	Halton Sustainable Travel	Active travel improvements across Halton.
Halton	Runcorn Station	Refurbishment of existing rail station in Runcorn.
Halton	Runcorn Busway	Active travel improvements along Runcorn Busway.
Halton	Widnes - St Helens Active Travel	Active travel route between St Helens and Widnes.
Halton	East Runcorn Connectivity Phase 2	Highway and active travel improvements in East Runcorn (Daresbury).
Knowsley	Huyton Village Centre Accessibility	Active travel works and multi-modal transport hub to support regeneration proposals for Huyton Centre.
Knowsley	Prescot Town Centre	Active travel improvements in Prescot Town Centre.
Knowsley	Kirkby Town Centre	Active travel improvements in Kirkby Town Centre.
Knowsley	Knowsley Bus Priority and Prescot Gateway	Scheme to support bus movements through M57 J2, in support of 10A Green Bus Route scheme (CRSTS 1 scheme).
Knowsley	M57 Junction 4 Phase 2	Cycle lanes, improved walking and cycling access, wayfinding and junction improvements to Moorgate Road / East Lancashire Road (A580).
Liverpool	Paddington/Knowledge Quarter	Predominantly highways and active travel programme around Paddington, including major junction scheme at Tunnel Road (B5178 / B5173).
Liverpool	North Liverpool Package - Greatie Market	Highway and active travel improvements around Greatie Market regeneration area. Project to focus on east to west links with other schemes.

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Local Authority	Scheme name or category intervention grouping	Description (include beneficial outcome)
Liverpool	North Liverpool Package - Waterfront Links	Highway and active travel improvements around The Strand and Pier Head and around the Ten Streets area, to include major scheme at Stanley Road junction. Project to focus on east to west links with other schemes.
Liverpool	East Liverpool	Programme of highway and active travel improvements in East Liverpool.
Liverpool	Liverpool to Childwall Active Travel Corridor	Liverpool to Childwall active travel scheme
Liverpool	LCWIP Delivery (Liverpool)	Allocation to deliver active travel improvements across Liverpool.
Sefton	Bootle Town Centre	Targeted improvements at regen area around The Strand in Bootle. Likely to involve active travel, highway, bus and possibly rail improvements.
Sefton	Southport Town Centre - Les Transformation de Southport	Active travel works to support regeneration proposals for Southport town centre.
Sefton	LCWIP Delivery (Sefton)	Allocation to delivery active travel improvements across Sefton.
Sefton	Maritime Corridor Phase 3	Active travel improvements around Park Lane, Bootle.
Sefton	Southport East Access	Accessibility improvements to Southport (public and active modes) from the east.
St Helens	St Helens Town Centre Accessibility	Next phase of works in St Helens Town Centre to support integration of new bus interchange (CRSTS 1 scheme). Reduce severance into St Helens TC for active travel.
St Helens	Sutton Oak Line Active Travel	Repurposing of former rail line between St Helens Junction and St Helens Central for active travel.
St Helens	LCWIP Delivery (St Helens)	Allocation to delivery active travel improvements across St Helens.

LTP DELIVERY PLAN – CONSULTATION DRAFT – JANUARY 2026

Local Authority	Scheme name or category intervention grouping	Description (include beneficial outcome)
St Helens	St Helens - Widnes Active Travel	Active travel route between St Helens and Widnes.
Wirral	Birkenhead Town Centre & Hind Street	Allocation to support programme of interventions targeted at Birkenhead town centre. Likely to include works to support development of Hind Street residential.
Wirral	LCWIP Delivery (Wirral)	Allocation to delivery active travel improvements across Wirral.
Wirral	Dock Branch Park North	Repurposing of former rail cutting through Birkenhead to create linear park.
Wirral	Birkenhead Central Gateway (CRSTS 1 carryover)	Enabling works to support development of residential site at Hind Street
		Total Allocation
		£1,737,300
		Overprogramming
		£1,511,000
		15%

Liverpool City Region Combined Authority

Draft Local Transport Plan

Doing Things Differently: 2025 – 2040
“People, Places, Movement

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