

How devolution can improve regional transport connectivity

Connecting Liverpool City Region through Merseyrail

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Devolution – not a new concept

- Long history of local influence and control
 - Mersey Ferries
 - Mersey Tunnels
- 1960s – transport authority
- Combined Authority - 2014
- 2017 - Elected Mayor
- Established Strategic Authority

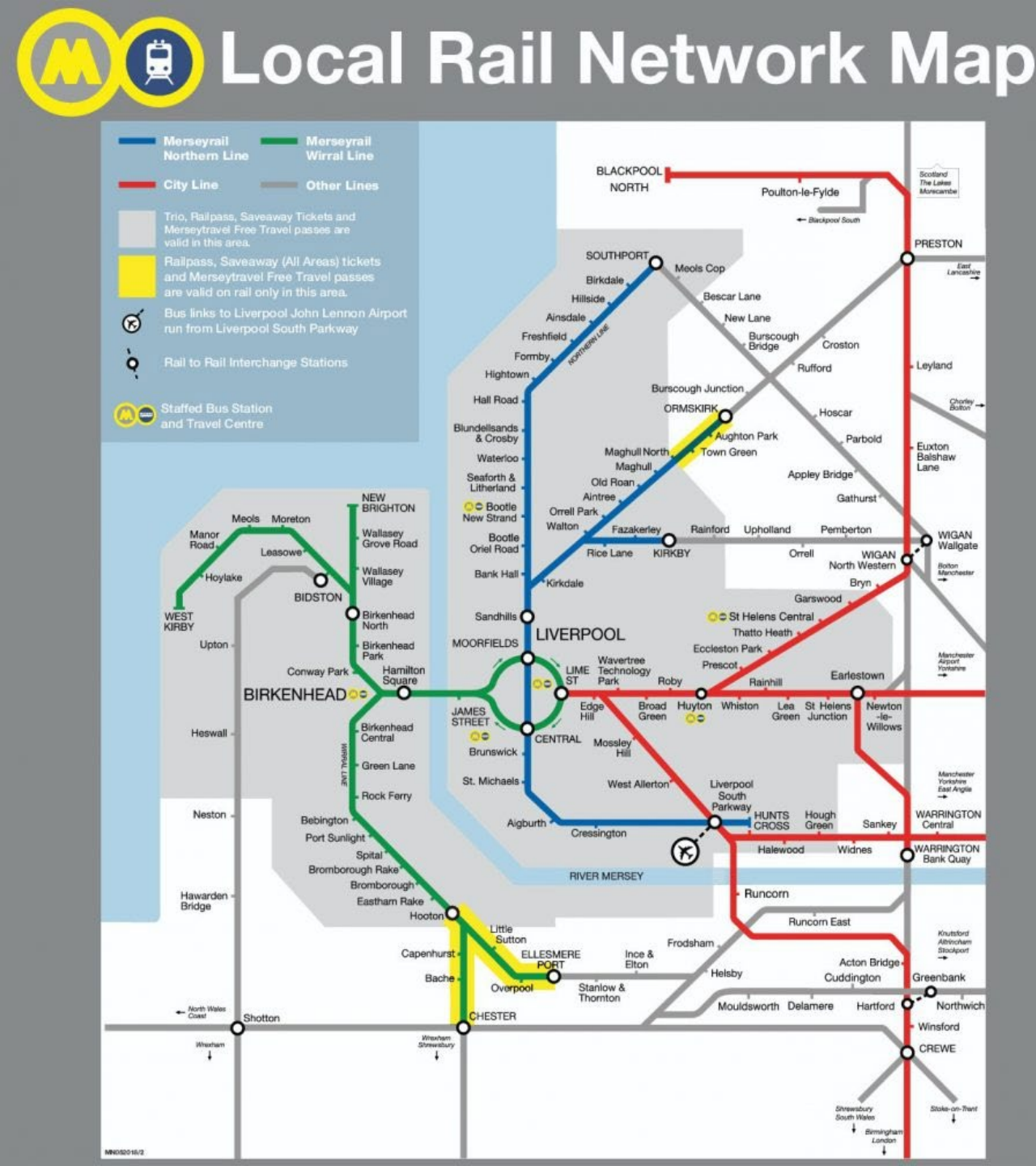


Merseyrail – the Devolution Success Story

- 2003 – devolved franchise concession - 25 years
- First in the UK
- Local control over service levels and fares
- From “Miseryrail” to best performing operator in UK



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Merseyrail – the Devolution Success Story

- Long term arrangement – certainty to invest
- New stations
- “Access for All” schemes
- Joint planning
- Extension of network and new stations



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New Merseyrail trains – owned by LCR





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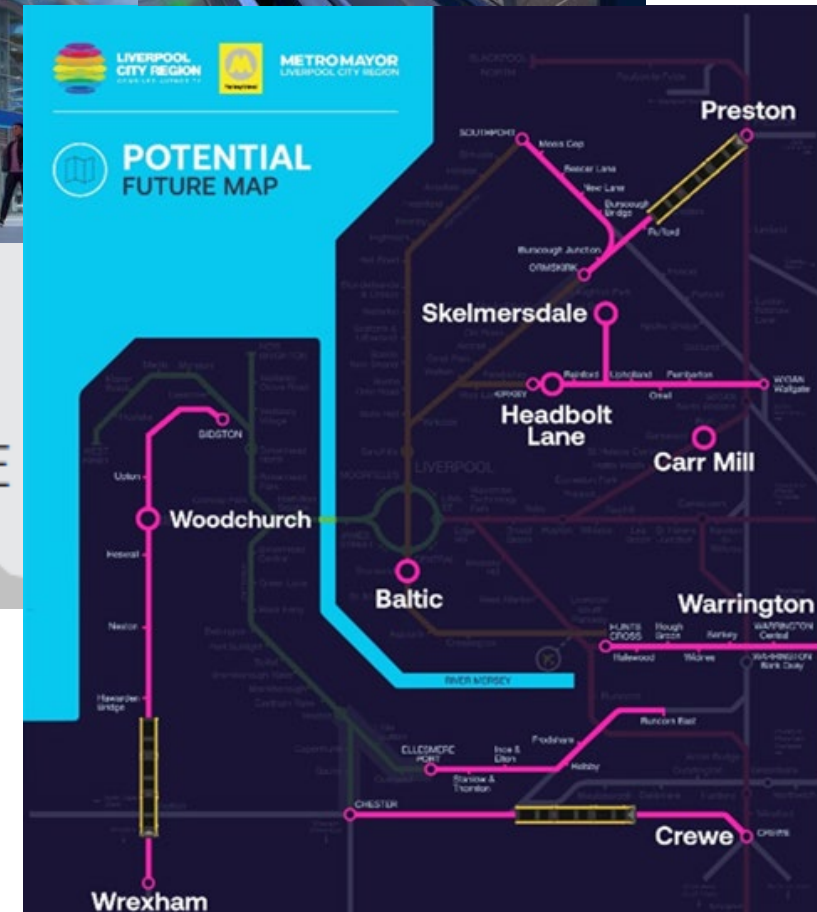
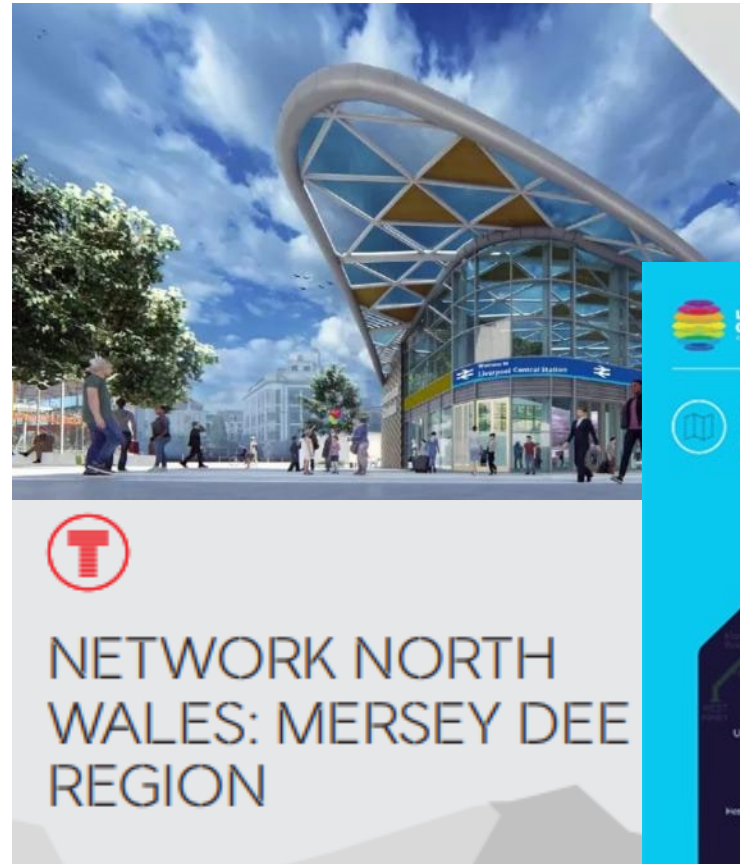
Mayor launches Care Leavers MetroCard as delighted recipients tell of benefits of free travel

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Merseyrail – the ambition

- Ambitious plans to further expand Merseyrail (stations, routes, services)
- MoU with DfT - options for transfer of stations and infrastructure
- Place-based business case pilot – Central Station



Integrated, locally controlled network

- Bus franchising – control over local buses from autumn 2026
 - Routes, fares, quality
- Investing in depots and buses – owned by LCR
- Better connected bus and rail
 - integration, not duplication
- Grow patronage – improve connectivity – less traffic – better for everyone



Some lessons?

- Devolution a success story – more, and faster
- Long term funding certainty vital
- Merseyrail self-contained – harder for other areas to devolve in same way?
- Buying trains allowed LCR to set standards on level boarding – make a Victorian network accessible
- Importance of control *across* and *between* networks
 - Bus franchising
 - Micromobility proposals
- Leadership and shared vision with local authorities (e.g. use of highways and space)



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