

Merseytravel



Merseytravel



Celebrating 40 years of Transport Excellence



Merseytravel Celebrating 40 Years



Merseyside PTE has achieved so much in the last 40 years.

If we go back to the 1968 Transport Act, Barbara Castle wanted 'men of integrity and vision' for transport - but Merseytravel got stuck with us!

Barbara Castle also said that: "There are great temptations to play safe... And it can be a very tricky thing indeed. You need timing and you need judgement and you need courage."

We have that here on Merseyside.

People of integrity and vision are needed in public transport - for the people.

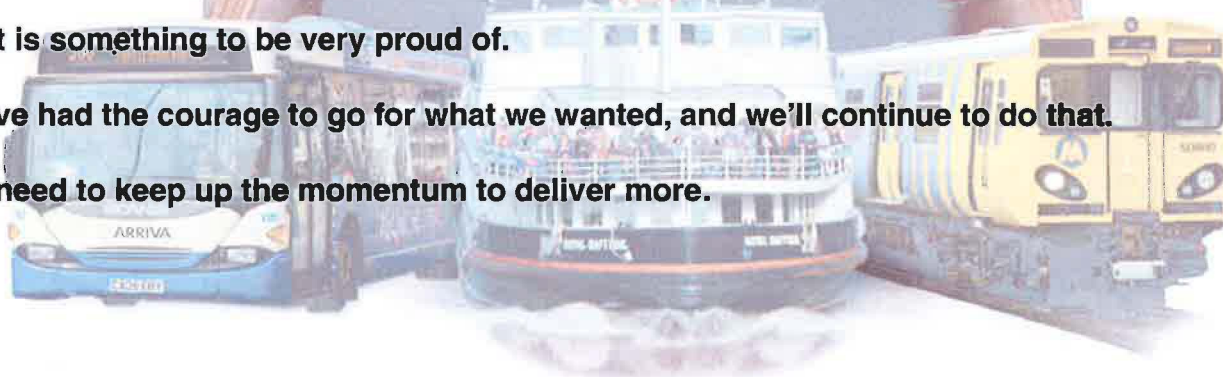
It's as simple as getting people from A to B and providing a good service.
That's what continues to motivate us now.

We have one of the best rail services in the country in Merseyrail, an underground loop line as busy as any in the country, fantastic new rail stations and bus stations, two of Europe's safest tunnels and a ferry service that is going from strength to strength.

That is something to be very proud of.

We've had the courage to go for what we wanted, and we'll continue to do that.

We need to keep up the momentum to deliver more.



Neil Scales
Chief Executive and Director General
Merseytravel

Neil Scales



Councillor Mark Dowd
Chair
Merseytravel

Mark Dowd

Celebrating 40 Years

The Merseyside Passenger Transport Authority and Executive were set up by the 1968 Transport Act.

The Local Government Act of 1972 replaced the city and borough councils with the metropolitan county of Merseyside, which effectively brought to an end to the existing system of transport management. The changes saw the PTA abolished and its role taken over by Merseyside County Council which consisted of five authorities: Liverpool, Sefton, Knowsley, Wirral and St Helens.



In 1976, a motion was proposed by Merseyside County Council to abolish the PTE and absorb responsibility into the council, although this did not happen until 1986.

End of the County Council

The Local Government Act 1985 abolished Merseyside County Council and, as a result, a new Passenger Transport Authority and Executive for the county area of Merseyside was established. The Buses Act of 1985 also removed restrictions of competition in local bus markets in order to remove barriers for new entrants to the bus operation market. The Transport Act 1985 amended the PTE's functions to take account of bus deregulation and the privatisation of bus operations. As of 31st March 1986, the County Council ceased to exist and the corporate branding of 'Merseytravel', which had only previously been used to describe booking offices, came into existence in October 1986.



A Merseytravel booking office

The PTA itself was reconstituted and as the Transport Act 1985 prohibited continuing to operate bus services, the operating functions were passed over to separate companies. In 1988 the PTA joined the PTE to become what is effectively now known as Merseytravel, bringing with it operational responsibility for the Mersey Tunnels. The PTA assumed financial responsibility for passenger transport and provided overall guidance on the direction of policy, while the role of the PTE was to implement that policy using the financial resources provided by the PTA.



Buses

In line with the Transport Act 1985, Merseytravel's operating company, Merseyside Passenger Transport Services Limited, became an independent company, adopting the name Merseyside Transport Ltd (MTL). Although the PTA did retain a shareholding interest, this was eventually completely bought out in 1993 for the price of £1. The company headed a number of bus operations, the most well known being Merseybus, which with its traditional Liverpool green livery became synonymous with Merseyside. Eventually a maroon livery was adopted that resembled the traditional colours of the old Wallasey Corporation.

With bus services now deregulated, a highly competitive and relatively unstable period followed during the early 1990s, with a growing number of bus operators competing for service contracts. This period saw a number of bus companies emerge in Merseyside such as Liverline, Liverbus and Fareway.

Merseytravel plugged the gaps in the network by subsidising operations on unprofitable routes and ensured all socially necessary services were provided. In the face of such competition, bus company's attempts to establish dominance in the local transport market meant that bus services saw an unprecedented number of changes in contracts, routes and services. During the period MTL also traded as MerseyRider, Wirral Peninsula Buses and Southport and District Buses, and re-introduced cross-city centre services in order to improve efficiency and accessibility. There was also a brief nostalgic reintroduction of the bus conductor on the Rest and Ride services in 1994.



Moving towards the mid 1990s, an element of stability did follow as MTL and North Western gradually acquired larger shares of the network and became the two main operators. CMT emerged as a major operator. In 1998, North Western was renamed Arriva North West.

In light of MTL's growing interests outside of Merseyside and increasing financial difficulties, in a landmark move in 2000, Arriva bought out MTL and inherited the fleet of buses and several depots. Arriva was now firmly established as the largest operator in Merseyside, occupying over 65% of commercial mileage.



However, following a competition enquiry ruling, Arriva had to sell Gillmoss garage, initially to a former MTL Director and named Glenvale Transport (GTL). GTL was later sold to Stagecoach who in turn bought CMT Buses, making them the second largest operator on Merseyside.



Merseytravel has pioneered the introduction of the first low floor buses in the UK on the SMART network of services and also introduced gas powered buses in Southport.

Mersey Tunnels

In 1922 Sir Archibald Salvidge proposed a report to Liverpool City Council to enquire into the possibility of either a tunnel or bridge to improve traffic facilities across the Mersey.

The option of a bridge was strongly rejected due to the threat of an outbreak of war and fears it could be an easy target for enemy bombers. It was reported that a double-deck road tunnel would cost less to construct and offer considerable economy in maintenance.

Working from both sides of the river, when the two work forces met there was a divergence of less than one inch. Working conditions were grim as 1,200,000 tons of rock and gravel were excavated. This was replaced with 82,000 tons of cast iron and 270,000 tons of concrete.

The Queensway tunnel was opened by King George V on 18 July 1934. The tunnel cost £8 million to construct and at the time was the biggest single municipal enterprise undertaken in Britain. The main tunnel is 44 feet in diameter, and carries four lanes of traffic for just over two miles between Liverpool and Birkenhead, with a branch tunnel exit at Liverpool Docks.

There was originally another tunnel opening at Birkenhead Docks, but that has been closed now for some time. In light of the post-war boom in motoring and local industry in the 1950s, a second crossing became essential. Once again, a bridge or tunnel was considered and the same argument was used to justify the second tunnel. In January 1966 work commenced on the tunnel and it was opened in June 1971.



Mersey Ferries

Boats have been an integral part of the river Mersey for as long as anyone can remember, certainly as far back as 1150AD. However, over the next 900 or so years, the ownership of ferry services has changed hands many times, leading up to the purchase of the main ferry crossing by the Wallasey Corporation in 1860.

Despite the openings of the two road tunnels during the 20th Century, the ferry has continued to prove popular with commuters and for pleasure trips. The number of ferry points on the river Mersey has reduced drastically since the start of the 20th Century, leaving just Liverpool, Seacombe and Woodside.



By 1968 the Birkenhead and Wallasey ferries merged and were taken under the control of the Mersey Passenger Transport Executive. Despite the effort of parliamentarians to scrap the ferry service in the 1970s, ferry transport has survived, it has been re-branded and re-launched in 1990 as Mersey Ferries with an immediate £5 million invested in improving commuter services, 50 minute cruises and pleasure excursions.

Merseyrail

Under the control of British Railways, the franchise name of Merseyrail was introduced to brand the commuter network. The modern City Line remained as a separate undertaking of British Rail. Improvements and extensions were subsequently carried out with a view to extending rail provision across Merseyside. A notable development was the construction of the Liverpool city centre loop line that allowed trains coming from the Wirral to complete a circle and head back across the river. It also provided a link with the existing rails at Central station and Lime Street station. Since 1968, the Merseyside PTE played a more critical role in the development of Merseyrail as a joint operator and bridging the gap between expenditure costs and revenues.



When British Rail was privatised in 1995, the operation of the franchise was taken over by Merseyside Transport Ltd (MTL), operating under the franchise name of Merseyrail Electrics. In 1998, in light of financial difficulties, the franchise was taken over by ARRIVA Trains Merseyside.



Under the supervision of the Strategic Rail Authority (SRA) (2001-2005), created to deliver the aims of the Strategic Plan for Britain's railways, there have been a number of developments of the Merseyrail network since 1997.

In a landmark move in 2003, Merseytravel took over responsibility for the Merseyrail Electrics franchise from the SRA, and provides strategic direction and leadership of the franchise covering the Northern and Wirral Lines.

In conjunction with this, the concession to operate services on these lines was awarded to the consortium between Serco-NedRailways in 2003. The City Line was also affected by changes to franchise boundaries. A new wider franchise was created covering much of northern England, and was until 2005 managed by the SRA and the five northern PTE's, with the SRA responsibilities absorbed by the Department for Transport in 2005. The concession for services of the northern franchise was awarded to Northern Rail in 2004 and covers services on the Merseyrail City Line.

Following the changes in 2003 there have been a number of projects initiated. This includes the £34million refurbishment of the entire fleet of Merseyrail train cars, and constant improvements to facilities at stations, such as new ticketing barriers, electronic display panels and a brand new interchange station on the site of the old Garston and Allerton stations – Liverpool South Parkway, providing a transport hub for the south Liverpool area.



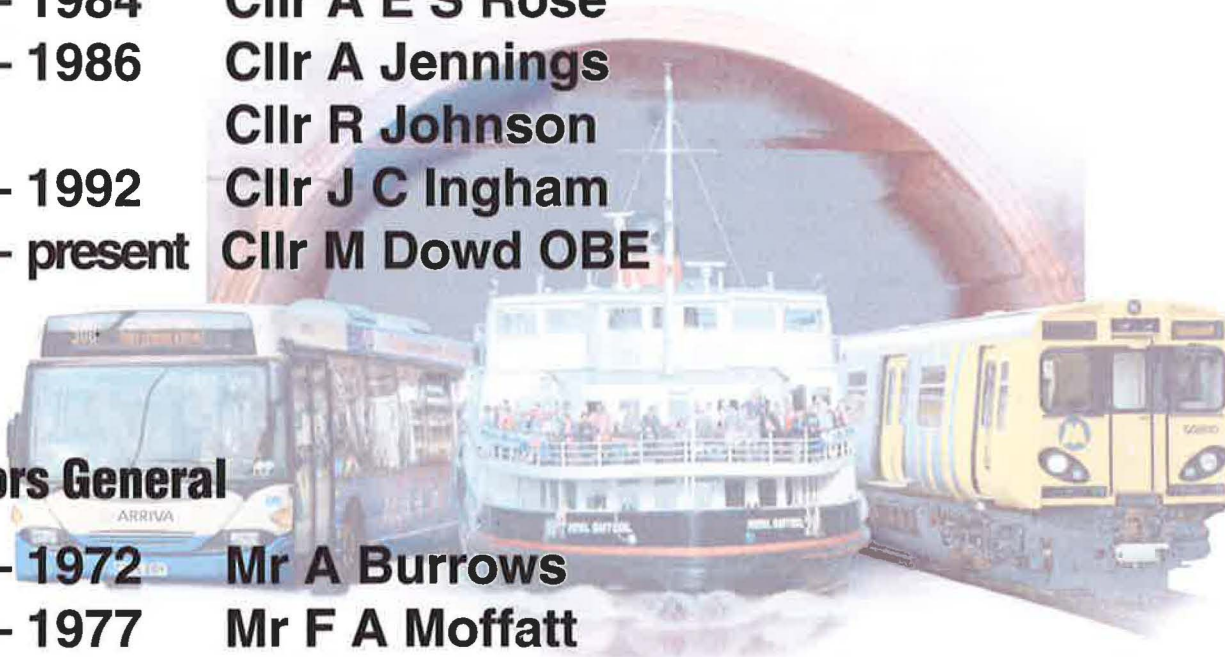
Celebrating 40 Years

Chair's

1969 – 1972	Alderman H Mc Donald Steward
1972 – 1974	Alderman W H Sefton
1974 – 1977	Cllr H Baird
1977 – 1981	Cllr Jean Leech OBE
1981 – 1982	Cllr K C Coombes
1982 – 1983	Cllr W A Wiseman
1983 – 1984	Cllr A E S Rose
1984 – 1986	Cllr A Jennings
1986	Cllr R Johnson
1986 – 1992	Cllr J C Ingham
1992 – present	Cllr M Dowd OBE

Directors General

1969 – 1972	Mr A Burrows
1973 – 1977	Mr F A Moffatt
1977 – 1986	Mr L W Latter
1986 – 1989	Mr K W Swallow
1989 – 1998	Mr R Swainson
1999 – present	Mr N Scales



40 Years of Public Transport. Key dates and achievements.



- 1969: Public Transport responsibility was transferred to the MPTE.
- 1971: Second Mersey Tunnel Electrified. The Kingsway Road Tunnel was opened by HRH Queen Elizabeth.
- 1977: Low level link line opened at Liverpool Central station, Moorfields and Lime St stations.
- 1978: Merseyrail Underground completed and opened by HRH Queen Elizabeth. Reopening of Garston, St Michaels, Cressington and Aigburth Railway stations.
- 1981: Introduction of Saveaway Tickets.
- 1983: Electrification of the rail line from Garston to Hunts Cross.
- 1984: Introduction of the Merseylink Dial-a-ride service.
- 1985: Electrification of the railway line from Rock Ferry to Hooton. Bromborough Rake Station opened.
- 1986: Deregulation of the bus industry. Woodside Ferry Terminal reopened following refurbishment.
- 1987: Halewood Railway station refurbished and re opened. St Helens Central Station re opened.
- 1988: Merseyside Passenger Transport Executive joined with the Merseyside Passenger Transport Authority to form 'Merseytravel' bringing operational responsibilities for the Mersey Tunnels.
- 1990: Opening of Heswall Bus Station. Completion and opening of Whiston railway station. Mersey Ferries relaunched as a heritage and visitor attraction.
- 1991: Access improvements to Bromborough railway station. Improvements made to Lime Street station subway and Thatto Heath, Bromborough and St Helens Junction station car parks.
- 1993: Eastham Rake railway station completed and opened. Improvements made to Birkenhead Park station. Electrification of the Hooton to Chester line.
- 1994: Electrification of the Hooton to Ellesmere Port line. Access improvements to Moorfields and Hunts Cross railway stations. The opening of the new Merseyrail Controls Centre at Sandhills. Introduction of trains between Liverpool and Manchester Airport.
- 1995: Privatisation of British Rail.
- 1996: New bus station facilities opened at Queen Square, St Helens, Huyton and Birkenhead. Introduction of low floor SMART buses. Improvements to the barriers at Lime Street station and Leasowe Railway station car park.
- 1998: Bus facilities at Earlestown and Halewood opened. New Railway stations at Brunswick and Conway Park opened. Access improvements at Waterloo were launched.
- 1999: Bootle Bus Station opened and Bootle New Strand railway station refurbished. Prescott Bus Station opened. Mersey Ferry, Royal Daffodil was fully refurbished and the new landing stage opened at Seacombe ferry terminal. Improvements took place at Green Lane and Maghull stations and St Helens Junction bus/rail interchange was launched.
- 2000: Maghull interchange opened. Merseytravel was awarded Centre of Excellence Status for Public Transport. Lea Green and Wavertree Technology Park stations completed and opened along with the refurbishment of Kirkdale station. Improvements to Aintree station and also to the car park at Seaforth and Litherland station.
- 2001: Opening of Old Roan Bus Facility and railway station improvements. Southport Travel Centre opened. Car park improvements at Wallasey Grove Road and Hunts Cross.
- 2002: Mersey Ferry Royal Iris refurbished.
- 2003: Merseytravel took over responsibility for the Merseyrail network.
- 2004: Merseytravel named "PTA of the Year". Mersey Tunnels Act became law. Mersey Ferry, "Snowdrop" (formerly Woodchurch) refurbished and Manchester Ship Canal Cruises introduced. Opening of Kirkby bus/rail interchange. Major refurbishment of Queen Square Bus Facility. Merseytram secures the powers to build Line 1.
- 2005: Paradise Street Interchange opened. Spaceport visitor attraction at Seacombe opened.
- 2006: Opening of Liverpool South Parkway Interchange. Mersey Tunnels tours commence. Rail improvements to Aigburth, Maghull, Birkdale and Brunswick stations. The Kirkby station overspill car park opens.
- 2007: St Helens Central railway station rebuilt and opened. Extensive refurbishment to Lime Street station and Birkenhead Bus Station. Merseylearn awarded "Outstanding Success" at National Transport Awards.
- 2008: Successful delivery of transport provision for Capital of Culture. Formal Public Art Programme adopted to animate the network. Extensive rebuild/refurbishment of Bootle Oriel Road, James Street and Southport stations.
- 2009: Extensive rebuilding of Sandhills station, reopening of Olive Mount Chord and Secure Stations achieved for the full MEL network.