The Paddington Line

A Green Transit Solution
Connecting Paddington Village
to the Liverpool City Region

CONSULTATION DRAFT

Knowledge Quarter
Liverpool
Where great discoveries are made
The impact of Paddington Village in Knowledge Quarter Liverpool (KQ Liverpool) has changed the employment axis of the city centre, creating an unprecedented need for a new, green, transport solution that complements the existing network.

A priority for both the City Council, for whom it forms an iconic part of the Mayoral Development Zone, and the City Region Combined Authority, without whose £12m infrastructure funding it would never have been possible, the first phase of Paddington Village is an unparalleled regional success, with tens of thousands of jobs already being created and the first people soon to start working there in health, education, science, tech and innovation-led businesses.

Liverpool is a dynamic, forward-thinking city region with a rich culture and a bright future, especially in the innovation-led and knowledge-based industries that are looking to spearhead the UK’s future economic prosperity.

The city and region have seen unprecedented growth over recent years, with the expansion of many traditional cultural and leisure-based amenities leading to a new era of residential, commercial and tourism-based investment. With an emerging new brand narrative and a hard-working local population boosted annually by tens of thousands of university graduates, keen to stay and work in Liverpool, the sky’s the limit for this global facing city region.

The growth of the City Region’s knowledge economy has changed the city centre demographic and Paddington Village has increased the physical size of the city centre by hundreds of thousands of square feet, providing a direct, green, connection from the increasingly vast and strategically important Paddington Village site to the waterfront, the airport and through Lime Street Station, Central Station and potentially Edge Hill Station to the Airport and wider City Region."

Introduction

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Executive Summary

The ‘trackless tram’ that we propose as the ‘last mile’ transport solution for connecting this new city centre destination, Paddington Village, will be entirely green, cutting carbon and reducing the need for our journeys into and out of the centre. The Paddington Line will become an essential commuter connection, as well as providing the missing link to enable students, hospital patients and visitors to get about the city centre, over to the waterfront and onto the airport.”

This new consultation document summarises how our thinking has evolved from the original Lime Line concept to the bigger, carbon neutral rapid transit solution – with the new working title of ‘the Paddington Line’. Emphasising how vital this level of connectivity is and the importance of delivering the Paddington Line, this draft document will outline the steps needed in order to bring this exciting opportunity forward for the benefit of the city and city region wider economy.
In its simplest form, it is a frequent public transport link with a dedicated highway along Brownlow Hill between the city and HQ Liverpool, operating and evolving to meet demand, with integrated ticketing and the potential to become another Liverpool icon in the same way as Metrolink or the underground are synonymous with Manchester and London.

Formerly the Lime Line and now the Paddington Line, both simply working titles, the final name and branding will be chosen by Merseytravel, to ensure that it complements and complements with its wider rail/transport strategy.

In effect, the Paddington Line becomes part of a highly integrated network and could be branded and used as such by passengers. It will provide superb connectivity to all users of HQ Liverpool, whether they be a once in a lifetime visitor or a daily commuter. It is a key ingredient of sustainable success.

What we will soon see more than 10,000 high-quality research and innovation jobs come to Paddington Village. With this comes the need for substantial improvements in terms of connectivity, enhancing existing forms of transport.

Estimates for the total additional peak hour demand for the Paddington Line is up to 1,000 trips per hour and this assumes there is no mode shift amongst existing travellers.

The service will complement other public transport, not just rail but taxis and buses too, to provide a first stage of what could become a wider tram scheme, evolving and connecting as the city centre continues to grow and use intensifies eastwards into HQ Liverpool and also north and south along the waterfront.

This significant additional demand for new trips between the city centre and HQ Liverpool is unlikely to be met by existing services or by running more buses on existing routes. Evidence from elsewhere suggests that bus services – even when reliable and punctual – can struggle to attract new passengers, while other modes, such as trackless trams, can play a decisive role in supporting regeneration and new development.

Liverpool deserves the outstanding connectivity that a scheme of this nature can bring. Working through partnership and collaboration, across the City, as we have in the Knowledge Quarter, we will make the Paddington Line a catalyst for a much greater transport scheme that connects the innovative core of Liverpool to all corners of the city region.”

What is The Paddington Line?

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The Proposed Mode

While details of the mode beyond the concept of a ‘trackless tram’ is still set to evolve, it will be modern, highly sustainable, flexible and will make use of the latest available technology (perhaps even semi-autonomous) to provide a level of innovation that KQ Liverpool aspires to.

Such ‘intermediate modes’ between bus and tram are evolving quickly, not just in vehicle types but also in fuel types, size and flexibility to meet need and demand appropriately. At this stage we anticipate a ‘tram like’ service, reflecting quality and permanence, without the costly and less flexible infrastructure of conventional tram systems.

Future Flexibility

As the city is experiencing rapid growth, the footprint of the city centre is also expanding alongside it, particularly around the Knowledge Quarter. The Paddington Line creates an internal transit system to connect people, places and economies.

The Paddington Line will enable people to make more use of parking at the fringes of our city, reducing the need for vehicles to travel into the heart of the city centre, making room for enhanced public realm and ‘people space’, all whilst reducing congestion and linking our key assets together. For example, someone attending a future event in The Spine at Paddington Village can be enjoying Liverpool One’s retail and leisure area within minutes.

“...will not only accelerate the success of schemes, such as Paddington Village and Upper Central, but will help form a further catalyst for creating unprecedented investment.”

Brownlow Hill

University Square
(Stop here for University of Liverpool)

Paddington Village Interchange
(Stop here for the Health Campus)
The Paddington Line as a Growth Catalyst and an Enabler

The Paddington Line will become more than another transport system. Being one of the first of its kind in the UK, it will develop not only as a catalyst for the growth and prosperity of the city region, but it will also facilitate productivity and create chances which previously weren’t available. People will find it much easier to travel from A to B, opening up the city to travel opportunities as well as promoting Liverpool’s emphasis on ‘inclusive growth’ not only for visitors, but for the local community to benefit from equally.

A Carbon-Neutral Solution

The Paddington Line could be a fundamental part of a future Green Deal for Liverpool, estimated to be worth £5bn in the local economy over 5 years. It is a key opportunity in contributing to make Liverpool a thriving net-zero carbon city by 2030. This simple ‘infrastructure-light’ system is a chance to reinforce the message that Liverpool, and the UK, is driving the global response to Climate Change. Our future generations are rightly demanding we act now to protect the environment. This is a scheme that with the strong support shown thus far, can make a difference quickly and affordably. It makes economic, environmental and social sense.

“Our students, staff and visitors are increasingly demanding sustainable access to complement our great assets and a transit link like the Paddington Line will allow us to become one of the most accessible and connected Innovation Districts in the world.”
A Catalyst for a Wider System

Liverpool City Centre is growing rapidly. Its sphere of influence now encompasses Paddington Village as an expansion of KQ Liverpool in the east, Liverpool Waters (including Everton’s future stadium at Bramley Moore Dock) in the north and southwards towards the Baltic Triangle along with Festival Gardens.

The Paddington Line has the potential to be the initial phase of a more expansive system that can grow organically and flexibly over time, linking our key assets and helping pull the areas between with even more positive activity. Linking these assets at local level through an expanded Paddington Line will help place us at the forefront of Carbon Zero leaders, bringing with it economic and social opportunity.

“Being uphill from the City Centre has traditionally led to the University being slightly isolated and disconnected from other activity. With the advent of Paddington Village and the Paddington Line, we become a place at the heart of the city, not one on the periphery.”

Beyond Just a Commuter Route

Liverpool attracts flocks of visitors from around the globe who love visiting our historic and cultural assets, including our two cathedrals, the Everyman and Unity Theatres and Liverpool Philharmonic. With the Paddington Line, visits become even more viable in a few hours, creating ‘off-peak’ demand that maximises economic viability of the system and with a uniquely branded image re-enforcing a positive opportunity for the City to capitalise further on the revenue generated by such passengers. It is difficult to imagine where else anyone could step off a Cruise Liner and visit two outstanding cathedrals independently in less than an hour, other than Liverpool.

As well as creating new links to our key stations, the Paddington Line can enhance connectivity to and from John Lennon Airport in various ways. By providing linkage to Edge Hill and Lime Street Central stations, options to get to and from Liverpool South Parkway are enhanced. With any future Merseyrail extension to the airport, that means anywhere within KQ Liverpool would be just one simple interchange away, likely to be less than 30-minute journey.

The Paddington Line could itself create better linkages to the airport, either through a future extension south past Kings Dock and Festival Gardens or by having a complementary route using the same type vehicles between South Parkway, Estuary Commerce Park and the Airport Terminal. This would significantly help both passenger and staff accessibility.

30 mins

From KQ Liverpool to the Airport with one simple interchange
Linking KQ Liverpool to Liverpool Airport & the Wider City Region.

Key
- The Paddington Line
  Phase One
- Potential Paddington Line Extension
  Wider City Centre/Edge Hill Station
- Potential Paddington Line Extension
  South Parkway/Liverpool John Lennon Airport
- Northern Line (Merseyrail)
- Northern Line or heavy Rail Link
We’d love to receive your support for this exciting initiative!

The concept we have presented here already has the support of the KQ Liverpool Board and the Knowledge Quarter joint Stakeholder Transport Group, but we would love your support too.

For Further Information please contact Sally Bloor, Head of Marketing, KQ Liverpool and Sciontec Liverpool: sally.bloor@liverpool.ac.uk