

# LIVERPOOL CITY REGION COMBINED AUTHORITY

To: The Chair and Members of the Transport Committee

Meeting: 10 March 2022

Authority/Authorities Affected: All

EXEMPT/CONFIDENTIAL ITEM: No

## REPORT OF THE EXECUTIVE DIRECTOR OF POLICY, STRATEGY & GOVERNMENT RELATIONS

### DEVELOPING THE NEXT LOCAL TRANSPORT PLAN FOR THE LIVERPOOL CITY REGION – UPDATE AND NEXT STEPS

#### 1. PURPOSE OF REPORT

This report provides a follow-up to members on the development of the fourth Local Transport Plan (LTP). This will provide a strategic transport framework to extend to 2040. The report updates members on the work to date in developing the “Vision and Goals”, discussed and endorsed by members at their meeting of November 2021, and on the next steps.

#### 2. RECOMMENDATIONS

It is recommended that the Liverpool City Region Transport Committee note the contents of this report.

#### 3. BACKGROUND

- 3.1 Members will recall from the proposed structure set out in the report from November 2021 that a logical process is being followed in the development of the new LTP. This is to start with clarity on the wider context and the impacts and implications of transport. From this, a vision and series of goals have been developed. This means that the plan is not starting with a series of pre-determined schemes or projects but with clarity on the challenges, opportunities and trends that need to be addressed.
- 3.2 Following informal engagement and discussions with stakeholders, a series of amendments have been made to the Vision and Goals document considered initially by Transport Committee in November. These are highlighted below for transparency:

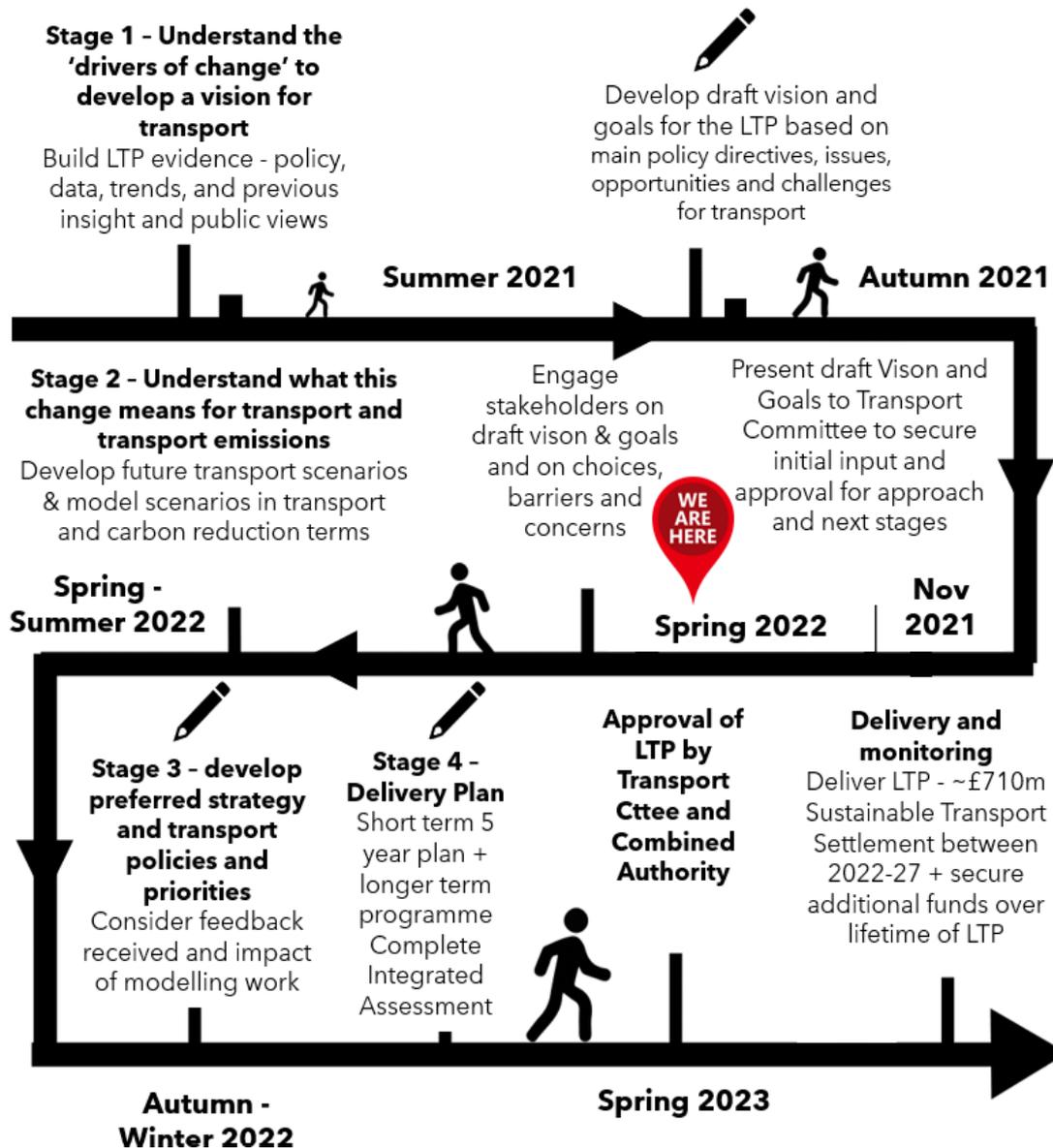
- Changes have been made to the main “vision” and draft goals to reiterate the need for transport to support all of the LCR’s goals (economic, social, environment) as well as net zero carbon, and to relate to people and communities, not just quality of life in the case of Goal 3 **(pages 47 onwards)**
- The document has been amended to take account of the greater clarity that now exists on the City Region Sustainable Transport Settlement (CRSTS) funding and process, and on its clear rules and parameters **(pages 41-42)**
- Likewise it provides context on the Integrated Rail Plan and the risks/gaps that are faced **(pages 18-19)**
- References to the Williams-Shapps Rail White Paper are included in the policy context section as it was missing in the original **(page 16)**
- Amendments to the references to Transport for the North’s decarbonation strategy have been made, as this is now an adopted strategy **(page 21)**
- The document also includes reference to Transport for the North’s highly relevant Major Roads Report in the sub-national policy context **(page 23-24)**
- References to Bus Service Improvement Plans have reflected the expectations that CRSTS will pay for bus-based capital delivery and that there will be limited capital associated with the BSIP funding **(page 55)**
- The LCRCA’s approval of the [Road Safety Strategy](#) in November 2021 has been referenced in the narrative, embodying a “Vision Zero” approach and setting out to eliminate deaths and serious injuries. It has a clear focus on avoiding danger by design and by making roads and spaces intrinsically safe for walking, cycling and public transport, instead of being dominated by the needs of private vehicles. **(pages 23-24)**
- The recently approved LCRCA [Plan for Prosperity](#) and the [Carbon Pathways](#) document are captured in the local policy review **(pages 26 and 27)**
- A summary of core messages from earlier public consultations and engagement work is incorporated **(pages 30-32)**
- The revised document makes the proposed Vision and Goals more prominent and upfront **(proposed in the foreword on page 3 and next steps on page 57)**, as these otherwise felt lost in the middle of the document.

- 3.3 The plan thus aligns closely with the themes in the new Plan for Prosperity and the Carbon Pathways document, especially in the context of looking at the challenges associated with transport and movement. It is also important to reflect on the implications of the pandemic as an unknown in influencing future travel demand, as many people may travel and work in different ways in future.
- 3.4 Priorities such as the Freeport demand a clean, resilient, effective and efficient water, road and rail transport network by their very nature, linked to capacity for more rail freight and better rail connectivity across the North and to the rest of the UK.
- 3.5 The finalised draft “Vision and Goals” are now summarised below (and set out in Appendix One), noting that the goals have equal priority and are mutually supportive:

<b>DRAFT VISION</b>	
“To plan for, and deliver a clean, safe, resilient, accessible and inclusive London-standard transport system for the movement of people, goods and freight in a way that delivers our economic, social and environmental ambitions, and in particular, a net zero carbon emitting city region by 2040 or sooner”	
<b>DRAFT GOALS</b>	
<b>GOAL 1</b>	Ensure that transport supports recovery, sustainable growth and development, and that our transport plan, Plan for Prosperity, Climate Action Plan and Spatial Development Strategy are fully aligned
<b>GOAL 2</b>	Achieve net-zero carbon emissions by 2040 or sooner whilst safeguarding and enhancing our environment
<b>GOAL 3</b>	Improving the health and quality of life of our people and communities through the right transport solutions, including safer, more attractive streets and places used by zero emission transport
<b>GOAL 4</b>	Ensuring that our transport network and assets are resilient, responsive to the effects of climate change, and are well maintained
<b>GOAL 5</b>	Ensuring that we respond to uncertainty and change but also innovation and new technologies

#### **4. NEXT STEPS**

- 4.1 The diagram below summarises the process for developing the LTP, structured around four broad stages. Adoption of the plan by the Combined Authority is expected to be sought in spring 2023, and with regular reporting to stakeholders and members along the route:



- 4.2 A consultation process is now being structured to gauge public feedback on the primary message of the Vision. Through a series of in-depth interviews, it will drill down into what a “a clean, safe, resilient, accessible and inclusive London-standard transport system” means to the public, to allow us to be clearer about how the transport network needs to adapt to deliver this vision.
- 4.3 It is considered important to gauge public opinion on all aspects and stages of the plan, but equally, to highlight upfront the new direction that transport needs to take in response to the issues presented. This recognises that the plan will only be successful if people are willing, and see the need, to change habits and behaviours. It will also be important for the consultation to raise awareness of the need to make sometimes difficult choices, as funding is finite, and that a full range of options needs to be developed in response to problems or challenges. This will conclude **Stage 1** in the process.

- 4.4 The Vision and Goals document will then guide the next stages of development of the plan in **Stage 2** which is the development and modelling of future scenarios, to help consider uncertainties around travel and movement, and to develop and test the new LTP's strategy. The [scenarios developed by Transport for the North](#) are important starting points in this work. This work will include testing the carbon implications of the scenarios.
- 4.5 An Integrated Impact Assessment (IIA) is now in the process of being commissioned, which will include a Strategic Environmental Assessment (SEA); a Health Impact Assessment (HIA); and an Equality Impact Assessment (EIA). Regulations require an SEA to be carried out on plans and programmes prepared by public authorities that are likely to have a significant effect upon the environment. The HIA will help us to judge the potential health effects of the LTP, particularly on vulnerable or disadvantaged groups. The EIA will help discharge the Public Sector Equality Duty (i.e. to have due regard to the need to eliminate discrimination, harassment, victimisation); it will also ensure the preparation of transport policy considers the promotion of equality and tackling disadvantage consistent with the Metro Mayor's / CA's 'inclusive growth' agenda.
- 4.6 The IIA, and the development and modelling of the scenarios will then inform and shape a preferred strategy and emerging policies and priorities for LTP4 as part of **Stage 3**. Consultation will again be undertaken on this next stage.
- 4.7 The intention is to conclude **Stage 4** on the Delivery Plan (linked very closely to the indicative City Region Sustainable Transport Settlement of £710 million) and a final LTP4 for adoption by the spring of 2023. This allows for consultation, testing, assessment and democratic approval processes.

## 5. RESOURCE IMPLICATIONS

### 5.1 Financial

There are no direct financial consequences arising from this report. However, the LTP will be used to draw down and prioritise funding, so has direct and potentially, very significant financial implications. There is also likely to be increasing weight associated with having an LTP in place, as a condition of securing new funds from Government. LTPs are also likely to act as a means of providing assurances that priorities such as decarbonisation are being implemented locally.

### 5.2 Human Resources

The production of the LTP involves a series of linked stages (see para 4.1) and officers have calculated a timescale of 18 months from start to finish based on earlier LTPs locally and across other CA areas. Much of the work will be undertaken using existing internal resources, but there will be a need to draw in specialised input as required.

5.3 Physical Assets

None.

5.4 Information Technology

None.

**6. RISKS AND MITIGATION**

6.1 The production of a new LTP is considered important to address significant risks that the City Region faces from transport and climate change, including atmospheric emissions, death and serious injury on the roads and less tangible risks to health, inclusion and economic potential.

6.2 The development of a new LTP will seek to address the challenges facing the City Region and draw these into a costed and prioritised programme and series of priorities to inform future investment plans, bids and delivery programmes.

**7. EQUALITY AND DIVERSITY IMPLICATIONS**

An Equality Impact Assessment will be undertaken as part of an external commission to undertake a wider Integrated Impact Assessment (see para 4.5).

**8. COMMUNICATION ISSUES**

Consultation and engagement will be an important part of this initial stage, reflecting that significant change is needed in the way that transport is planned and used. A very significant shift is needed to walking, cycling and clean public transport, in order to meet binding commitments on decarbonisation, both at a city region and national level.

**9. PRIVACY IMPLICATIONS**

None

## 10. CONCLUSION

A logical process is being followed in the development of the new LTP, starting with clarity on the wider context and the impacts and implications of transport. From this, a vision and series of goals have now been developed. The next steps, as outlined in this report, are to undertake broad consultation on the direction of the LTP, before developing the Preferred Strategy on the outcome of that consultation, as we progress towards the development of a final LTP4 for adoption by the spring of 2023.

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### Appendices:

Appendix One –  
Updated LTP4 Vision and Goals Document

### Background Documents:

None