

<b>Report Title</b>	Developing the next Local Transport Plan – Update and Next Steps
<b>Portfolio Holder</b>	Portfolio Holder for Transport and Air Quality
<b>Summary of decision being sought</b>	To note the latest position in relation to the development of the Local Transport Plan 4
<b>Is this report exempt?</b>	No
<b>Is this a Key Decision</b>	No
<b>Is the report urgent</b>	No
<b>Is this decision to be exempt from call in</b>	Not applicable
<b>Local Authorities affected</b>	All
<b>Impact and implications of this report</b>	
<b>Financial impact</b>	Yes, see paragraph 5.1
<b>Delegation (s) sought</b>	<i>The report is for noting</i>
<b>Supporting the Corporate Plan</b>	A Fairer City Region ✓
	A Stronger City Region ✓
<i>Tick/x as appropriate</i>	A Cleaner City Region ✓
	A Connected City Region ✓
	A Vibrant City Region ✓
<b>Climate Change Implications</b>	Yes, see paragraph 5.3
<b>Equality and Diversity implications</b>	Yes, see paragraph 5.4
<b>Social Value implications</b>	No
<b>Human Resources implications</b>	Yes, see paragraph 5.5
<b>Physical Assets implications</b>	Yes, see paragraph 5.6
<b>Information Technology implications</b>	Yes, see paragraph 5.7
<b>Legal implications</b>	Yes, see paragraph 5.8
<b>Risk and Mitigation</b>	Yes, see paragraph 5.9
<b>Privacy implications</b>	No

<b>Communication and consultation implications</b>	Yes, see paragraph 5.10.
<b>Contact Officer(s)</b>	Huw Jenkins, Lead Officer - Transport Policy <a href="mailto:Huw.jenkins@liverpoolcityregion-ca.gov.uk">Huw.jenkins@liverpoolcityregion-ca.gov.uk</a> Mobile: 0754 067 3288
<b>Appendices</b>	Yes <ul style="list-style-type: none"><li>• Appendix One – Recap on the Local Transport Plan (LTP) regime in brief</li><li>• Appendix Two - Recap on draft Vision and Goals identified</li><li>• Appendix Three - Outline of four future travel scenarios to inform testing of new LTP</li><li>• Appendix Four - Example of scenarios used and modelled in draft DfT aviation strategy</li></ul>
<b>Background Documents</b>	No

# LIVERPOOL CITY REGION COMBINED AUTHORITY

## LCR Transport Committee

7 July 2022

### Report of the Director of Policy, Strategy and Government Relations

#### DEVELOPING THE NEXT LOCAL TRANSPORT PLAN – UPDATE AND NEXT STEPS

## 1. PURPOSE OF REPORT

- 1.1. This report provides an update to Transport Committee members on the process of developing the next statutory Local Transport Plan (LTP) for the Liverpool City Region.
- 1.2. The report provides an update on the development of a Vision and Goals Document and the associated public engagement, together with the next steps in the LTP's development.
- 1.3. Finally, the report also provides a brief update on the intention by the Department for Transport to escalate the status of LTPs and place them at the heart of local decision-making processes.

## 2. RECOMMENDATIONS

- 2.1. It is recommended that the Transport Committee:
  - (a) note the progress with the development of the fourth Local Transport Plan, including the stakeholder engagement and statutory assessments that are underway;
  - (b) endorse the approach to the development of future transport scenarios as a logical way to consider uncertainty and risk in the development of the plan; and
  - (c) note that new guidance is anticipated from the Department for Transport in respect of the form and content of Local Transport Plans, and that members will be updated on the implications arising for this.

## 3. BACKGROUND

- 3.1. For the benefit of new members of the Transport Committee, it is useful to recap on what LTPs are, why they are important and why it is timely to develop a new plan for the city region, looking to 2040. Appendix One provides a summary from earlier Transport Committee reports and briefings to provide this context.
- 3.2. A structured process has been set out to inform the development of the new LTP for the LCR. It is important to begin consideration of the new Plan with a clear review of the problems and challenges faced locally. This then provides clarity on the wider context

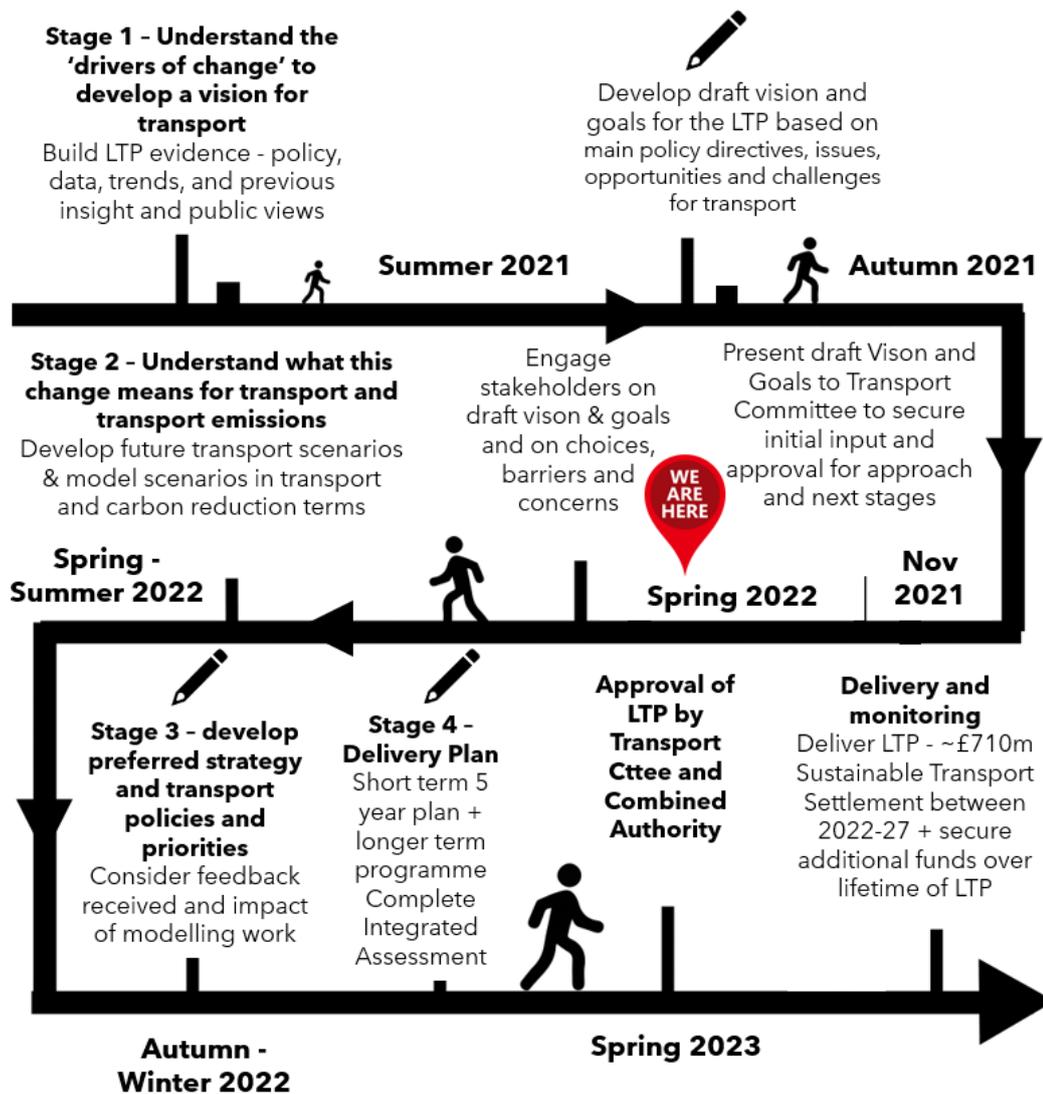
in which transport sits and on the outcomes that transport needs to support, and in turn, the interventions needed.

- 3.3. Against this backdrop it is also important to highlight that new, draft guidance is anticipated shortly from the Department for Transport on the role, form and content of LTPs. The status of LTPs has diminished locally and nationally in recent years, and many English transport authorities lack an up-to-date plan. A Department for Transport Bulletin published recently highlighted the need for transport authorities to refresh their plans, and the need for LTPs to address transport decarbonisation:

*“...In the department’s Transport Decarbonisation Plan (2021) we committed to driving decarbonisation at a local level by requiring LTAs to make quantifiable carbon reductions (QCRs) a fundamental part of local transport planning. LTPs will need to set out how local areas will deliver ambitious QCRs in transport. We will publish technical guidance on QCRs alongside the new LTP guidance....”*

*Local Transport Plan Guidance Bulletin 1 – 13 May 2022*

- 3.4. A LTA is a local transport authority.
- 3.5. The new guidance may require nuanced changes to be made to the original process set out below, but overall, it is believed that the approach that has been scoped to date is robust and will largely if not entirely satisfy DfT’s requirements. At the time of writing this report, formal guidance is still awaited, and members will be updated verbally on any changes in this respect and on any immediate implications.
- 3.6. To this end, the approach that has been endorsed to date is reproduced below and the red balloon highlights the stage reached to date:



- 3.4 As a result, **Stage 1** in the above process is how nearing conclusion; this has entailed the development of a “[Vision and Goals](#)” document to set out the high level challenges and ambitions expected of the transport network.
- 3.5 Following an update to, and discussion by the Transport Committee in March 2022<sup>1</sup>, public engagement on the Vision and Goals document commenced, on the 9 May 2022. This engagement seeks to gauge public feedback on the primary message of the Vision. Through a series of in-depth interviews, extending across a diverse range of groups and interests, including young and primary age school children as requested by members of the Transport Committee, it will drill down into what a “a clean, safe, resilient, accessible and inclusive London-standard transport system” means to the public. This is to allow us to be clearer about how the transport network needs to adapt to deliver this vision.
- 3.6 In addition to the targeted consultation, the Vision and Goals document is available to view via the weblink below, and comments can be returned by email. This consultation will close at the end of July:

<https://www.liverpoolcityregion-ca.gov.uk/what-we-do/transport/ltp-4-consultation/>

<sup>1</sup> <https://moderngov.merseytravel.gov.uk/ieListDocuments.aspx?CId=362&MId=7095&Ver=4>

- 3.7 At the time of writing, some 100 responses have been received at the [Transport.Policy@liverpoolcityregion-ca.gov.uk](mailto:Transport.Policy@liverpoolcityregion-ca.gov.uk) mailbox. Members of the Transport Committee are encouraged to communicate the opportunity to comment and provide input to constituents and stakeholders.
- 3.8 A series of integrated assessments are also now in the process of being commissioned, including a Health Impact Assessment, Environmental Impact Assessment and an Equality Impact Assessment. These assessments will seek to test the implications of the draft goals, and in time, the policies and priorities, and to address any mitigation that may be needed. These assessments will be commissioned externally to provide rigour and impartiality.

4. **NEXT STEPS**

- 4.1. With a draft vision and goals in place and with the public consultation providing insight, challenge and validation, the process is now moving to **Stage 2**. This entails testing the impact of policies and interventions in terms of their role in supporting the vision and goals drafted to date. This will inform a preferred strategy for the LTP, and in turn, a series of policies and an implementation plan.
- 4.2 Stage 2 has begun with the identification of future transport scenarios, building on a robust process initiated by Transport for the North (TfN)<sup>2</sup>. This approach acknowledges that uncertainty around the future is high (e.g. the long term impacts of COVID-19, the impacts of Brexit on labour and supply chains, and the rising cost of living and cost of fuel).
- 4.3 In the development of previous LTPs, a single, preferred economic forecast has typically been used to set out the basis of future travel demand, and thus the expectations placed on transport providers (e.g. where housing and employment growth was expected to take place and where transport would need to be provided or improved in response). In light of these uncertain futures, and critically, based on updated guidance from DfT guidance, a range of scenarios around the future will now be used as a base case for the LTP. Against these, the new LTPs' strategy can also be tested.
- 4.4 In line with the TfN approach, four scenarios have been identified, and Appendix Two sets out the assumptions in more detail, but in summary the scenarios are:

<b>Name of Scenario</b>	<b>Narrative in summary</b>
Just About Managing	A business as usual model where population and economic growth is weak. Travel use remains car-based, public transport demand is weak and climate change effects start to be felt.
Prioritised Places	Economic growth is moderate and homeworking rates grow. People increasingly move to more rural and coastal areas and work/life balance is important. Electric vehicle take up is relatively high and people adopt shared forms of travel.
Digitally Distributed	Green growth has boomed and electric vehicles and new forms of mobility are growing, making the movement of people and goods much more efficient. More people work from home and live in cities and towns.
Urban Zero Carbon	The LCR is part of a thriving green economy and people choose

<sup>2</sup> [https://transportforthenorth.com/wp-content/uploads/TfN\\_Future\\_Scenarios\\_Report\\_SUMMARY\\_FINAL\\_V2.pdf](https://transportforthenorth.com/wp-content/uploads/TfN_Future_Scenarios_Report_SUMMARY_FINAL_V2.pdf)

	to live in cities where public transport use is high as are levels of walking and cycling. Technology makes it easy for people to mix and match how they travel, and transport is much more efficient.
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- 4.5 It is very important to stress that these scenarios are **not in themselves preferred strategies or necessarily desirable outcomes**. Instead, they are narratives on what the future *might* look like and highlight potential risks and opportunities alike that the transport plan needs to be responsive to. The scenarios have been influenced by a range of data sets, including Transport for the North's and work commissioned by the Combined Authority in Autumn 2021 on a range of economic growth scenarios, but they are ultimately narratives on ranges of uncertainty and on possibilities.
- 4.6 The importance of developing different scenarios lies in their ability to be tested in transport and carbon terms, using both the Liverpool City Region Strategic Transport Model and the LCR's carbon modelling tool. This will provide an understanding of what these varying scenarios might mean, both positively and negatively against the draft Vision and Goals identified to date. In turn, this will help inform and shape the LTP's preferred strategy whilst also ensuring that schemes and interventions coming forward can also be considered and validated against a range of different futures. For example - does a specific scheme or intervention still stack up in the event that homeworking rates increase further in future and that work patterns change as a result?
- 4.7 As a relevant example of how this might be applied in a practical sense, the Government's recent [Jet Zero](#) consultation document looks at four future scenarios relating to aviation and their likely impacts in supporting decarbonisation commitments by 2050 in set out in Appendix Four.
- 4.8 This context is intended to be a precursor to a more detailed report on the associated forecasting and modelling work that is in process at the next meeting of the Transport Committee and on what these scenarios imply in a more practical sense.

## 5. IMPACT AND 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 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 Supporting the Corporate Plan

A Fairer City Region  
A Stronger City Region  
A Cleaner City Region  
A Connected City Region  
A Vibrant City Region

### 5.3 Climate Change

The Plan has been developed to address the need to reduce the impact of transport in carbon and air quality terms.

#### 5.4 Equality and Diversity

An Equality Impact Assessment will be undertaken as part of an external commission to undertake a wider Integrated Impact Assessment. This is now in the process of being procured.

#### 5.5 Human Resources

The production of the LTP involves a series of linked stages 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.

#### 5.6 Physical Assets

No direct implications at this stage, but the LTP will include a delivery programme that either creates new or manages the maintenance and use of existing physical assets.

#### 5.7 Information Technology

No direct implications. A landing page has been developed on the LCRCA's website to provide updates and information on the LTP's development - <https://www.liverpoolcityregion-ca.gov.uk/what-we-do/transport/LTP-4-Consultation/>

#### 5.8 Legal

The development of a Local Transport Plan is a statutory requirement under the provisions of the Local Transport Act 2008.

#### 5.9 Risks and Mitigation

5.9.1 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.

5.9.2 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

#### 5.10 Communication and Consultation

Both consultation and engagement are 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 towards walking, cycling and clean public transport, in order to meet binding commitments on decarbonisation, both at a city region and national level. Positive messaging, support and reassurance will be vital to support this.

## **6. CONCLUSION**

- 6.1 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, and a vision and series of goals have now been developed. Consultation is underway as is work to commission an Integrated Assessment of the plan's implications and any mitigation needed in terms of its equality and diversity, social value and environmental implications.
- 6.2 The next stage of work entails modelling and testing four future transport scenarios as base cases, to help develop a Preferred Strategy.
- 6.3 Against this is the backdrop of the growing importance of the LTP regime nationally, with the Department for Transport expected to publish new guidance on the form and content of LTPs shortly. The implications of this will clearly be central to the next stages in developing the plan.

Kirsty McLean  
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RELATIONS

Liam Robinson  
PORTFOLIO HOLDER FOR TRANSPORT  
AND AIR QUALITY

### **Appendices:**

Appendix One – Recap on the Local Transport Plan (LTP) regime in brief

Appendix Two - Recap on draft Vision and Goals identified

Appendix Three - Outline of four future travel scenarios to inform testing of new LTP

Appendix Four - Example of scenarios used and modelled in draft DfT aviation strategy

### **Background Documents:**

None