

Appendix One

The Local Transport Plan (LTP) regime in brief

1. A Local Transport Plan (LTP) is a statutory requirement, under the 2008 Local Transport Act, of the Combined Authority in its capacity as the Local Transport Authority for the city region.
2. LTPs take the form of a transport strategy for an area, setting out a vision, policies, a delivery programme and metrics to gauge success and overall performance in the delivery of its objectives. LTPs in the past were used to bid for, prioritise and allocate funds, and provide the strategic narrative and rationale for specific schemes and interventions.
3. The LCR is covered by two extant plans from 2011, known as “LTP3”, being the third in the series of plans since the introduction of the LTP regime in 2000. There are separate plans for Merseyside and Halton reflecting former governance arrangements and are a decade old, and are outdated, having obsolete delivery plans and references to historic funding sources. They also pre-date the creation of the Combined Authority.
4. The time is now right to replace these earlier plans with a new statutory LTP (LTP4) looking to 2040 and covering the LCR as a whole for the following reasons:-
 - a) A 4 year Mayoral term commenced in May 2021, and the Metro Mayor wishes to clearly articulate his vision for transport (a London-style network and plan) in a new transport plan
 - b) Transport is a derived demand and serves the wider needs of the economy, the environment and the people. The “building blocks” to understand these wider factors are being developed in parallel and include:
 - The development of new economic forecasts linked to a draft, inclusive economic [Plan for Prosperity](#);
 - the [Pathway to Net Zero Carbon](#) by 2040, and which comes 10 years ahead of the UK target for decarbonisation; and
 - the Spatial Development Strategy (SDS) is in development, setting out strategic land use principles and policies for new development in the LCR
 - c) Significant national changes also need translating into local policy, including:-
 - The focus in national and sub-national decarbonisation plans on alternative fuels linked to the planned abolition of new diesel and petrol vehicles
 - The very strong national policy steer in the [Gear Change](#) active travel strategy and the recent [Bus Back Better](#) national bus strategy that seek to make walking & cycling, and bus use, respectively, the modes of mass transit of choice instead of the private car, noting that simply relying on the electrification of private cars is not acceptable.

- the impacts and consequences of COVID-19 could change travel demand and choice considerably and influence the viability and use of public transport, at a time when technology is changing quickly and new forms of mobility are beginning to appear (e.g. e-scooters and autonomous vehicles)
- d) Finally, there is a need for a clear, robust policy framework to underpin the process of securing new capital funds for the city region to deliver transport interventions. Members may be aware that the LCRCA is set to secure a draft capital settlement of £710 million for the next five years through the [City Region Sustainable Transport Settlement](#), which will be a core focus of the LTP's delivery plan.
- e) The new LTP will be important in shaping medium to longer term priorities and in negotiating with, and drawing new funds from Government.