

WIRRAL LOCAL STRATEGIC PARTNERSHIP – EXECUTIVE BOARD**WEDNESDAY 20th JANUARY 2010****REPORT OF THE DIRECTOR OF TECHNICAL SERVICES****LTP3 AND THE INVOLVEMENT OF WIRRAL LSP****1.0 EXECUTIVE SUMMARY**

- 1.1 The aim of this report is to inform the LSP about the development of the third statutory Local Transport Plan (LTP3), and seeks initial views on how transport can be better integrated with the work of the LSP.

2.0 BACKGROUND

- 2.1 Increasing traffic growth has been coupled with increasing levels of car ownership, both of which will start to affect business productivity and future investment due to congestion and unreliable and delayed journeys. At the same time, transport-derived environmental impacts (air and noise pollution and green house gas emissions) are increasing and will impact on the health and quality of life for those who live, work and wish to invest in the city region.
- 2.2 In November 2008, the Government published its approach to long-term transport planning in its document titled 'Delivering a Sustainable Transport System' (DaSTS). It outlines five goals for transport, focussing on the challenge of delivering strong economic growth whilst at the same time tackling climate change and carbon emissions.
- 2.3 This is a major task that requires a properly joined up approach, involving many diverse aspects, including land use and key service planning and demand management. Success will be dependent on an effective cross-sector approach.
- 2.4 The joint timetable of development of LTP3, Local Development Frameworks (LDF) and refreshed Local Area Agreements (LAA) offers a real opportunity for integrating transport with other policy agendas.
- 2.5 This report sets out how transport can support LSPs in delivering LAA targets.

3.0 PROGRESS

- 3.1 Work is being undertaken by the Merseyside LTP partners and Halton Borough Council to develop a joint LTP3.



- 3.2 As of January 2010, the focus has been on building a city-region transport model and gathering the evidence base upon which to build the future transport strategy for Merseyside and Halton.
- 3.3 Authorities need to determine & evaluate options for addressing local problems and achieving local priorities, whilst supporting regional & national policies.
- 3.4 Emerging model outputs are showing where future employment and housing changes will impact most across the city region area and the likely increases in the number of both highway trips and vehicle kilometres. Future option testing will allow the partners to see the impacts of different scenarios for managing projected traffic growth, particularly linked to new developments that support economic and housing growth.
- 3.5 The results from the modelling work will help steer the direction of transport policies and objectives across the city region from 2011/12.

4.0 IMPORTANCE OF TRANSPORT

- 4.1 Key challenges for the future of transport include how to support economic growth and promote equality of opportunity whilst reducing the impacts of transport emissions on the environment and contributing to better safety and quality of life.
- 4.2 Local transport authorities have a duty to consult when formulating policies and plans with various stakeholders, including local citizens. It is recognised that there is an important role for LSPs, as set out in the Transport Act 2008 and DfT statutory guidance on Local Transport Plans.
- 4.3 The way in which local authorities deliver their responsibilities for transport is key to the local economy, environment and quality of life. People depend on local transport to get to work, to school, to the hospital, shops or GP surgery. Businesses rely on efficient access to suppliers, markets and workforce. Even when people are not travelling, transport can have impacts on their health and enjoyment of the urban or rural environment.
- 4.4 When transport systems and networks are effective, a wide range of outcomes can be achieved, which mean:
 - Both transport and non-transport targets in Local Area Agreements can be met (for example, targets on NEETs, obesity, climate change, air quality).
 - The Audit Commission will see that transport is contributing to improvement Comprehensive Area Assessment.
 - In the current economic climate, joining up transport with other areas and working in partnership with partners like PCTs, the Police, local businesses, the voluntary sector and Job Centre Plus, helps make funding go further, and identifies efficiencies.

5.0 DELIVERY OF GOOD TRANSPORT

- 5.1 Transport is expensive and requires both capital and revenue funding. Improvements can take time to plan and deliver; short-term “fixes” maybe more expensive over the longer-term. Transport patterns seldom replicate local authority boundaries. All of these make effective consultation, planning and delivery vital in order to sustain a balanced transport network that meets the needs of people.
- 5.2 The Local Transport Plan, required by statute, is a key document that pulls together transport strategy and delivery within a local area and relevant adjoining areas, and relates it to the wider corporate agenda. The Plan sets out long-term aims and a delivery plan for achieving them.
- 5.3 Good transport involves input from stakeholders that do not necessarily have formal responsibility for the statutory LTP. Nonetheless, all stakeholders have a vested interest in good transport systems, given the role transport can play in supporting wider outcomes, and must work together to achieve this.
- 5.4 Thinking about transport therefore needs to be at the heart of Local Strategic Partnership work. Effective delivery of Sustainable Community Strategies (SCSs) and Local Area Agreements (LAAs) is likely to depend on how well transport planning and delivery is integrated within wider plans.

6.0 NEXT STEPS

- 6.1 Wirral’s SCS and LAA include some specific transport priorities, but there are other priorities that may also be complemented by transport. The attached paper (**Appendix A**) provides information and cross-references between the SCS Strategic Themes, transport issues and priorities, and LAA indicators.
- 6.2 It is anticipated that a full stakeholder consultation for LTP3 will be launched in February 2010. As part of this process, views will be sought from the various LSPs within the city region.
- 6.3 In recognition of Wirral’s LSP Governance Structure, it may be most effective for the LTP Partnership to engage with each of the LAA delivery partnerships to work up in more detail how transport might best integrate with the responsibilities of the LSP.
- 6.4 Such meetings will be arranged by the Merseyside LTP Support Unit in consultation with the lead officers of the Wirral LAA Thematic Delivery Partnership Groups.
- 6.5 After this work has taken place, and as the draft LTP3 emerges, the LSP Board members may wish to receive feedback from the LTP Partners and have an opportunity to comment further on the emerging transport strategy.

7.0 RECOMMENDATIONS

7.1 The LSP Executive Board is requested to:

(1) Note the ongoing development of LTP3 and the role of transport in helping to deliver Wirral's SCS and LAA; and

(2) Endorse that further engagement be undertaken with each of the LAA Thematic Delivery Partnership Groups to identify what transport priorities best meet the needs of local priorities with a view to reporting the outcome of this engagement back to a future meeting of the Board later in the year.

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