

**WIRRAL LOCAL STRATEGIC PARTNERSHIP - EXECUTIVE BOARD****WEDNESDAY 29<sup>th</sup> SEPTEMBER 2010****REPORT OF THE DIRECTOR OF TECHNICAL SERVICES****THE THIRD LOCAL TRANSPORT PLAN FOR MERSEYSIDE - DEVELOPING THE PREFERRED STRATEGY****1 EXECUTIVE SUMMARY**

- 1.1 This report sets out for Executive Board members the present position of the Merseyside Local Transport Plan (LTP) and the draft Preferred Strategy. This is set out as an Appendix One for the LSP to consider, make comment and support.

**2 BACKGROUND**

- 2.1 The next stage in the third Merseyside Local Transport Plan process is the development of the Preferred Strategy. This stems from the “Challenges and Opportunities” paper that was published for consultation in March 2010 and was subject to a presentation to the LSP Executive Board in January 2010.

**3 DRAFT PREFERRED STRATEGY**

- 3.1 The draft Preferred Strategy has been prepared in uncertain times; clarity on funding is not expected until the end of the year following the Government Comprehensive Spending Review (CSR) on 20 October 2010. There is an expectation that there will be less funding available. The Preferred Strategy also recognises the importance that Government now attach to private sector funding at one level, and possible community and third sector funding at the local level signalled by the Big Society.
- 3.2 There remain major uncertainties about institutional arrangements at national and local level. At the local and Liverpool City Region (LCR) level, this particularly applies to developments around any proposed Local Enterprise Partnerships (LEPs).
- 3.3 The Merseyside Transport Partnership’s (MTP’s) forecasts for the future also contain more uncertainty than in the past due to the potential ramifications of future fiscal policy and the LCR’s ability to move out of recession, and to what timescales. This clearly has an impact on likely implementation dates for key initiatives such as Liverpool and Wirral Waters and expansion of the Port of Liverpool.
- 3.4 In turn, these will impact on future demand for transport. MTP’s assumptions are that travel demand is due to remain static for a number of years. On this basis our existing transport system can cope without the need for major



investment, other than at certain pinch points such as Central Station. There will need to be a continuing focus on maintaining the large transport assets already in existence.

3.5 Taking these issues into consideration, the MTP believe the Preferred Strategy needs to be underpinned by three key principles.

- The Government imperative continues from previous policy - addressing “twin peaks” of supporting economic growth and delivering a low carbon economy
- A clear need to demonstrate value-for-money efficiency, and effectiveness in a funding constrained environment
- The need to address multiple objectives and pool resources with other core policy areas to address common goals

3.6 In summary, the Preferred Strategy is:-

- (a) **Addressing multiple objectives** - More innovative and clever with available resources- pooling and sharing.
- (b) **Clear commitment** to work with private sector partners, operators and other agencies to achieve this.
- (c) **Targeted use of resources** to provide improvements to address known demand.
- (d) **Maintenance of core assets** and making **best use of assets**.
- (e) **Safe and Inclusive** – Equality of travel opportunity –address disadvantage.
- (f) **Focus on active modes** - lower capital investment required, potential for high benefit to cost ratios- health and carbon benefits.
- (g) **Technological improvement** - using ITS and Smartcards to make existing provision work better and encouraging green technology
- (h) **Smarter Choices** with **behavioural change programmes**
- (i) **Collaboration and co-operation** - working with planners and developers to reduce reliance on transport capital solutions as an essential element of development
- (j) **Resilient planning** - Planning for the future to ensure capacity for potential large economic or policy/funding changes

- 3.7 One of the current uncertainties is the likely length of the first 'settlement' period following the Comprehensive Spending Review. The previous planned period had considered a three year horizon. This had the advantage of being aligned with Local Area Agreements. At the present time it is not known whether two, three or four year settlement periods will be adopted.
- 3.8 Notwithstanding this, it is proposed that local authorities bring forward implementation proposals that target the following areas of activity, over and above, day to day activities and commitments.
- (a) **Fully integrate the LTP with the Local Development Frameworks and community strategies.** This will provide a robust planning framework linking transport and future developments in ways that can reduce long distance travel, improve accessibility and provide a framework for future funding sources.
  - (b) **Expanding the range of public transport services by examining the role other providers backed up by a network of neighbourhood based information services.** This will have a direct impact in disadvantaged areas, creating greater opportunities to travel, access employment and foster well being.
  - (c) **Develop and begin to implement the next generation of technology.** This will improve information systems for all users and use smart cards to offer a range of benefits to a wide range of users. This will maintain free flowing networks, increase journey opportunities and integrate a wide range of transport uses.
  - (d) **Work with the Freight Quality Partnership and other interested parties to develop and enhance the freight and logistics network.** This will strengthen Merseyside's competitiveness, support Superport ad access to the Port reduce the impact of freight movement on local communities, promote the use of rail and make a major contribution to reducing carbon outputs.
  - (e) **Develop the low emissions strategy and prepare a complementary strategy that seeks to reduce reliance on oil.** This will reduce carbon emissions, improve air quality and improve health and provide a stimulus to the creation of new technologies in support of the LCR low carbon economy.
  - (f) **Step up promotion of sustainable travel and behaviour change.** This will reinforce the advantages of change to create a healthier and low carbon Merseyside and create the foundations for the area to join other sustainable and successful cities.
  - (g) **The creation of an extensive network of low speed zones.** This will create safer roads, encourage more cycling and walking and therefore improve health and well being whilst reducing carbon outputs



- (h) **Ensure effective delivery of capital programmes**, through a highly targeted approach to delivery in line with the principles set out within the preferred strategy and guided by clear evidence. For example, this will include a focus on bus infrastructure measures on Statutory Quality Partnership routes, on approaches to the city and in the city centre and the associated enforcement of these measures.
- (i) **Plan for the long term.**

#### 4 NEXT STEPS

- 4.1 As noted above, the draft Preferred Strategy is set out in Appendix One to this report and feedback from the Executive Board members is being sought.
- 4.2 The Preferred Strategy was launched on 8 September 2010 and this marks the start of a 12 week consultation period. The consultation will close on 30 November 2010.
- 4.3 Consultation documents and specifically the consultation questions to be responded to can be accessed via this [link](#).
- 4.4 A further report will be presented to the Executive Board following the completion of the consultation period and prior to the new plan being agreed.

#### 5 BACKGROUND PAPERS

- Wirral's Local Strategic Partnership – LTP3 and the involvement of Wirral LSP – January 2010
- Full LTP3 Consultation documents at [www.transportmerseyside.org](http://www.transportmerseyside.org) or direct via this [link](#).

#### 6 RECOMMENDATIONS

- 6.1 Executive Board members are requested to:
- Consider the report and provide comments on the draft Preferred Strategy set out in Appendix One to this report

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