LOCAL TRANSPORT PLAN 3

WARDS AFFECTED

All

EXEMPT/CONFIDENTIAL ITEM

NO

1. PROPOSED DECISION

1.1 That LTP3 be endorsed by the Council, and a commitment made to support the Integrated Transport Authority (ITA) and deliver the strategy by aligning its Transportation Capital Programme for the delivery of this strategy.

1.2 To authorise the Director of Urban Regeneration and Housing in consultation with the Cabinet Member – Urban Regeneration, to endorse minor amendments, which do not alter the substance of LTP3.

2. JUSTIFICATION FOR THE DECISION

2.1 The ITA now have sole responsibility for the development and delivery of the Local Transport Plan to the DfT, however they do not have the powers necessary to deliver multi-modal transport, as the districts remain the Highway Authority. As the ITA is responsible for LTP3, it is for it to decide on the redistribution of the Integrated Transport Block Grant for the lifetime of the LTP, therefore it is essential that St.Helens Council support the proposals contained within the strategy.

3. FACTS SUPPORTING THE PROPOSED DECISION

3.1 In February 2009 the Public Transport Authority became the Integrated Transport Authority (ITA), at which time assumed sole responsibility for developing Local Transport Plan’s (LTP’s) rather than doing so jointly with the districts, which is intended to strengthen governance arrangements in metropolitan counties and to facilitate transport planning and delivery. It is however a statutory obligation of the ITA to consult with the districts on LTP3.

3.2 The Local Transport Plan is no longer a 5 year plan as with previous LTP’s, but is a strategy covering the period 2011 – 2024 with 3 year Implementation Plans.
The LTP3 must be adopted by the ITA ready for implementation in April 2011, therefore the Strategy will be submitted to the ITA’s Cabinet for final approval and adoption on the 17th March 2011.

3.3 Input from the districts has been vital in the formulation of the ITA’s transport policies and plans, as the ITA itself does not have multi-modal responsibilities, therefore much of the delivery of the plan falls to the districts as the Highway Authorities. This therefore calls for careful co-ordination and co-operation between the ITA and all of the existing LTP partners.

3.4 St.Helens Council has submitted comprehensive responses to all stages of the consultation, identifying those areas of weakness that were felt the plan needed to address. It is now believed that the strategy being adopted by the ITA, meets the needs and ambitions of St.Helens.

3.5 LTP3 in Summary:-

3.6 The overarching themes which the government have set for LTP3 are the twin peaks of economic growth and carbon reduction. The Merseyside LTP therefore aims to ensure that the transport system aids economic growth whilst at the same time playing its part in reducing carbon emissions and addressing climate change.

3.7 LTP3 has 6 key goals (not prioritised):
- Supporting the priorities of the Liverpool City Region and its Local Strategic Partnerships;
- Provide and promote a clean and low carbon transport system;
- Ensure the transport system promotes and enables health and well being;
- Ensure the transport system allows people to connect easily with employment, services and social activities;
- Ensure the transport network supports the economic success of the LCR by supporting the efficient movements of goods and people; and
- Maintain our assets to a high standard.

3.8 Taking these issues into account we believe in the short term there are key actions that are vital for the longer term and around which we will be examining particular proposals for the first four year implementation plan to 2014/15. These are:-

(a) **Prioritise maintenance programmes.** This will meet the priorities of the LCR by ensuring that the network allows for the efficient movement of people and goods, provides a safe environment for vulnerable members of the community and encourages cycling and walking. It must also be resilient to extreme weather.

(b) **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.

(c) **Expanding the range of public transport services by examining the role of 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.

(d) **Begin to implement the next generation of technology.** This will improve information systems for all users and the use of smart cards to offer a range of benefits to a wide spectrum of users. This will maintain free flowing networks, increase journey opportunities and integrate a wide range of transport uses.

(e) **Work with the Freight Quality Partnership (FQP) and other parties to develop and enhance the freight and logistics network.** This will strengthen Merseyside’s competitiveness, support SuperPort and 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.

(f) **Implement 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.

(g) **Increase 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 city regions.

(h) **Control of excessive speed on the highway network.** This will be achieved by sustaining the high quality enforcement delivered by Merseyside Police in recent years and by the introduction of an extensive network of low speed zones, creating safer roads, encourage more cycling and walking and therefore improve health and well being whilst reducing carbon outputs.

(i) **Ensure effective delivery of capital programmes.** Implement a highly targeted approach to delivery in line with the principles set out within the preferred strategy and guided by clear evidence of value for money and effectiveness.

(j) **Plan for the long term.** Joint robust and practical long term planning will be essential to ensure we can provide for long term improvements and lobby for their approval, in ways that support the LCR.

4. **RISKS ASSOCIATED WITH THE PROPOSED DECISION**

4.1 To not to formally approve LTP3 by all transport partners would not demonstrate buy-in to the delivery of the strategy that could impact on the overall delivery of LTP3.

5. **OTHER IMPLICATIONS**

Legal - As the Highways Authority, it will still be for St.Helens Council to determine and deliver changes to its highway network, therefore good partnership working between ourselves and the ITA will be vital to the delivery of the plan.
Financial - On the 13th December 2010 the ITA received notification of its transport settlement for the 4 year period, 2011/12 – 2014/15. Until 2014/15, transport funding is decreasing year on year.

**Integrated Transport Block (ITB) Funding**

The grant settlement was paid in full to the ITA for it to redistribute as it sees fit to deliver the LTP strategy. In a report to the ITA’s LTP Committee 11th January it was agreed that funding would be split as per the previously agreed GONW formula, which is highlighted in the table below.

<table>
<thead>
<tr>
<th>Block allocations</th>
<th>2011/12</th>
<th>2012/13</th>
<th>2013/14 (indicative)</th>
<th>2014/15 (indicative)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merseyside Integrated Transport</td>
<td>£11,489,000</td>
<td>£12,255,000</td>
<td>£12,255,000</td>
<td>£17,234,000</td>
</tr>
<tr>
<td>St.Helens Integrated Transport (at 5.79%)</td>
<td>£665,213</td>
<td>£709,564</td>
<td>£709,564</td>
<td>£997,849</td>
</tr>
</tbody>
</table>

**Maintenance Funding**

The maintenance allocation for St.Helens is £1.647m in 2011/12 (which is a reduction of 7% on 2010/11), however this continues to reduce year on year throughout the 4 year period.

<table>
<thead>
<tr>
<th></th>
<th>2011/12</th>
<th>2012/13</th>
<th>2013/14</th>
<th>2014/15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Merseyside Maintenance</td>
<td>£13.061m</td>
<td>£12.611</td>
<td>£12.002m</td>
<td>£11.054m</td>
</tr>
<tr>
<td>St.Helens Maintenance</td>
<td>£1.647m</td>
<td>£1.642m</td>
<td>£1.648m</td>
<td>£1.523m</td>
</tr>
</tbody>
</table>

Land and Property (Asset) - As the Highways Authority the delivery of the LTP3 Capital Programme will impact on the Assets of the Council.

Anti-Poverty - None

Effects on existing Council Policy – The LTP 3 cross references with the emerging Local Development Framework.

Effects on other Council Activities - None

Human Rights - None

Agenda 21 - There are clear links between LTP3 strategy for creating sustainable communities and promoting sustainable travel.
Equalities - A fully Integrated Assessment of LTP3 has been conducted which includes a Strategic Environmental Assessment (SEA); and Sustainability Appraisal (SA); a Health Impact Assessment (HIA); an Equality Impact Assessment (EqIA); and, a Habitats Regulation Assessment (HRA).

All demonstrate a range of positive impacts that are likely to be realised for equality groups through the implementation of LTP3.

Asset Management – Reduction in funding for capital maintenance will impact on the level of highway maintenance undertaken.

Health - A fully Integrated Assessment of LTP3 has been conducted which includes a Health Impact Assessment (HIA) this showed that LTP3 would have positive benefits to health on Merseyside.

6. ALTERNATIVE OPTIONS AND IMPLICATIONS THEREOF

Not to formally approve LTP3 through St.Helens Cabinet, however it was felt that all transport partners need to be able to demonstrate political buy-in to the delivery of the strategy.

7. APPENDICES

Appendix A1 – LTP3

(Appendix A1 - LTP3 does not contain the following:-

- In the summary and Chapter Six of Part One, detailed target figures for the key LTP performance indicators.
- In Chapter Five of Part One the detailed forecast figures from the latest model runs using the Liverpool City Region Transport Model.
- In Part Three the final Implementation Plans, which is awaiting input from a number of districts.

These will be reported to the ITA LTP Committee at its meeting of 8 March, taking account of final Transport Partnership comments arising from the final LTP workshop on 1st March.

Members should also note that there will be a number of minor changes arising from a final check on format, spelling and completing references. Any major errors located during this process will also be reported.)

The Technical Appendix Reports for LTP3 are available on the website

Appendix A2 – Supporting Local Strategic Partnerships
Appendix A3 – Possible Funding Sources
Appendix A4 – Forecasting and Modelling
Appendix A5 – Freight Strategy
Appendix A6 – Intelligent Transport Systems Strategy
Appendix A7 – Draft Active Travel Strategy
Appendix A8 – Disadvantaged Communities Research
Appendix A9 – Merseyside Cycle and Short Trip Evidence Study
Appendix A10 – LTP3 First Stage Consultation Report
Appendix A11 - Draft Park & Ride Strategy
Appendix A12 - Preferred Strategy Consultation - Summary Report
Appendix A13 - Equality Impact Assessment Final Report
Appendix A14 - Habitat Regulations Assessment
Appendix A15 - Health Impact Assessment
Appendix A16 - Sustainability Appraisal & SEA

R C Hepworth Director of Urban Regeneration and Housing

The Contact Officer for this report is Daniel Caffrey, Principal Transport Officer (Policy), telephone 01744 671616