



# Local Transport Plan 2006 –2011

**Securing climate change and air quality benefits through local transport planning – an integrated approach in Merseyside**

**Sarah Jolly**  
**2010 Annual POLIS Conference**



**LOCAL TRANSPORT PLAN**  
MERSEYSIDE



# Merseyside Transport Partnership

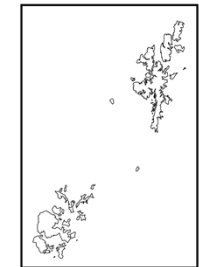


## LOCAL TRANSPORT PLAN MERSEYSIDE



# Merseyside – about the area

- Divided by the River Mersey
- 5 unitary authorities
- 1.4 million inhabitants
- City of Liverpool
- Port of Liverpool (handling 40 million tonnes of cargo)
- Economy dominated by Service Sectors
- Growing Knowledge and Visitor Economies



Ordnance Survey  
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Public Transport



Goods



Walking



Cycling



Traffic

# Merseyside – travel and transport



- Linked by two road tunnels, a rail tunnel and ferries
- Largely electrified rail network
- Good public transport links in to city, fewer radial routes
- Liverpool ferry port and cruise liner terminal
- Port of Liverpool
- International airport



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Public Transport



Goods



Walking

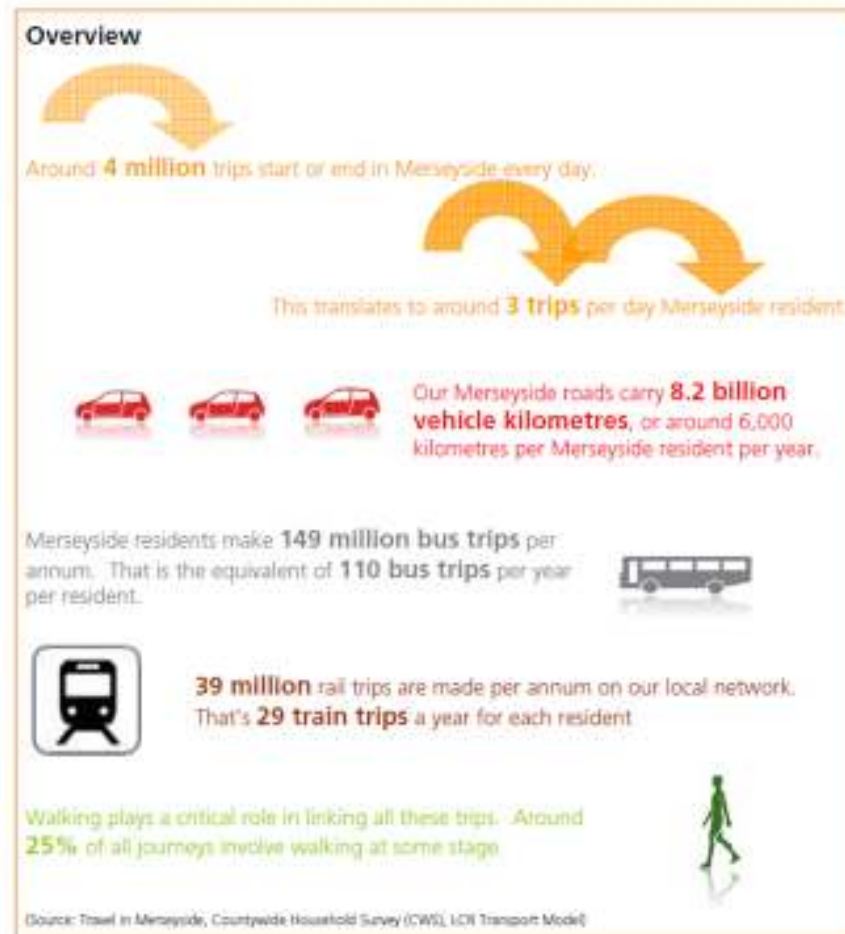


Cycling

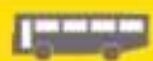


Traffic

# Merseyside – travel and transport



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# Transport emissions

Why cutting emissions is important for us:

- Declining air quality; costing £61-83m (€72-97m) of damage each year
- Climate change targets
- Fuel security and rising fuel prices; up to 43% by 2024
- Low Carbon Economy

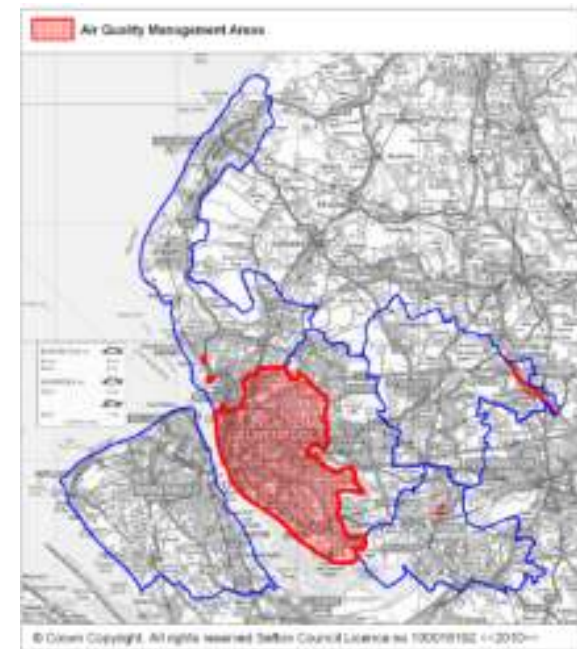
Merseyside transport emissions:

*1,835 Ktonnes CO<sub>2</sub>e*

*1.4 tonnes CO<sub>2</sub> per capita*

*7 Ktonnes NO<sub>x</sub>*

*290 tonnes PM<sub>10</sub>*



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# Reducing emissions through transport planning

## Local Transport Plans:

- Local transport Act 2000 requires most local transport authorities to produce and maintain a transport plan
- Shapes local transport network and delivers investment and service improvements
- Must influence and fit with other regional/local strategies
- Next LTP will be our 3<sup>rd</sup>
- LTP 3
  - Long-term strategy to 2024 and 3-year implementation plans
  - Must be in place by April 2011

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# Local Transport Plan Goals

- Ensure the transport system supports the priorities of the Liverpool City Region
- Provide and promote a clean and low carbon transport system
- Ensure the transport system promotes and enables improved health and wellbeing.
- Ensure the transport system supports equality of travel opportunity so people can connect with everyday facilities
- Ensure the transport network supports economic success by the efficient movement of people and goods
- Maintain our assets to a high standard

**(All goals have equal status)**

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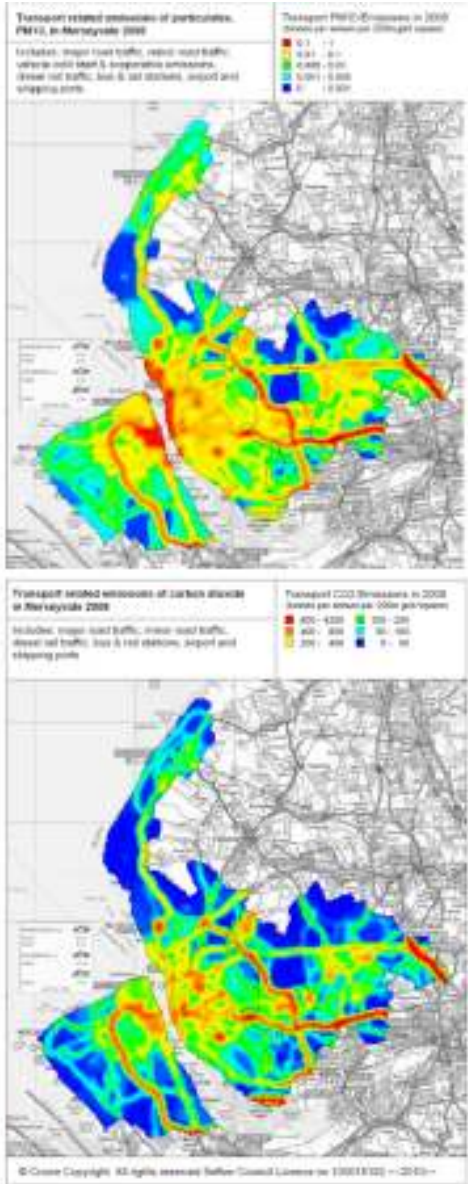


# Integrating air quality and climate change policy

Why?

- Similarities and parallels between issues
- Greater cost-effectiveness
- Improved political status
- Early identification of potential conflicts

| Air Quality  | Climate Change                           |
|--|--|
| Spatially and temporally defined                       | Global values                            |
| Exposure and dispersion                                | Time perishable                          |
| PM <sub>10</sub> and NO <sub>x</sub>                   | CO <sub>2</sub> , methane, nitrous oxide |
| Transport primary contributor in majority of instances | Transport ~ 20% emissions                |



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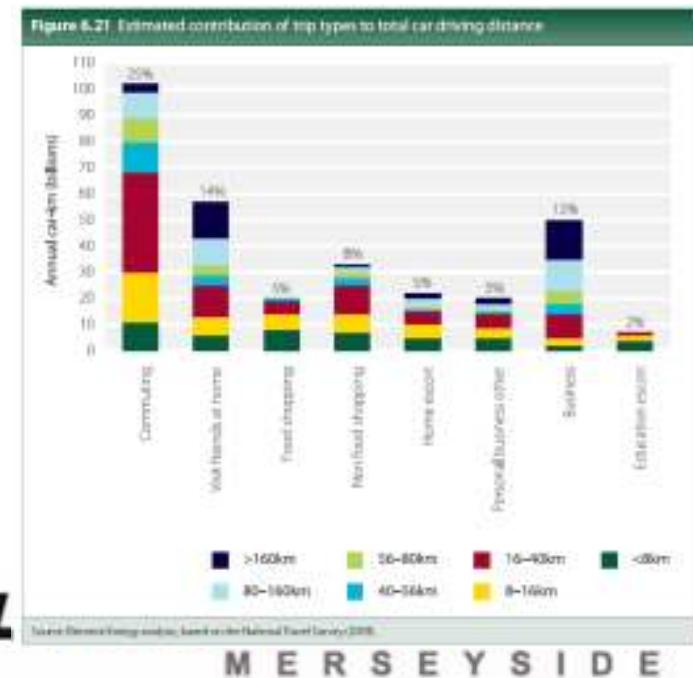
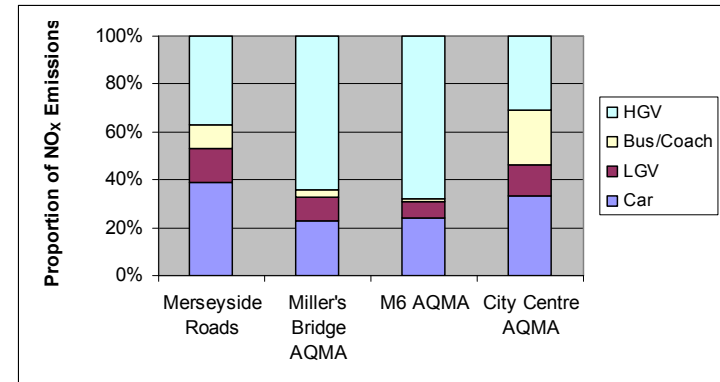


# Integrating air quality and climate change policy

Short-term and spatial policies:

## Quick wins and problem hotspots

- Effective traffic management  
e.g. HGV hurry calls, traffic signals to disperse pollutants
- Low emission fuels and technologies  
e.g. Low Emission Strategy, fleet demonstrations and trials, electric vehicles infrastructure, planning policy
- Focused behaviour change programmes  
e.g. commuting/business travel, eco-driving, vehicle choice



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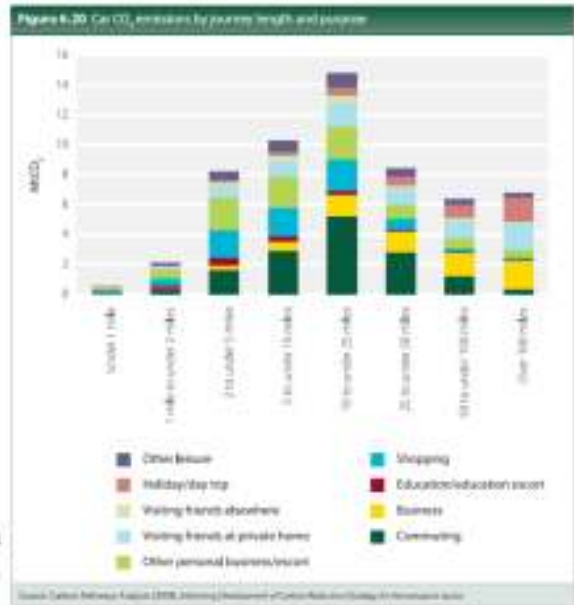
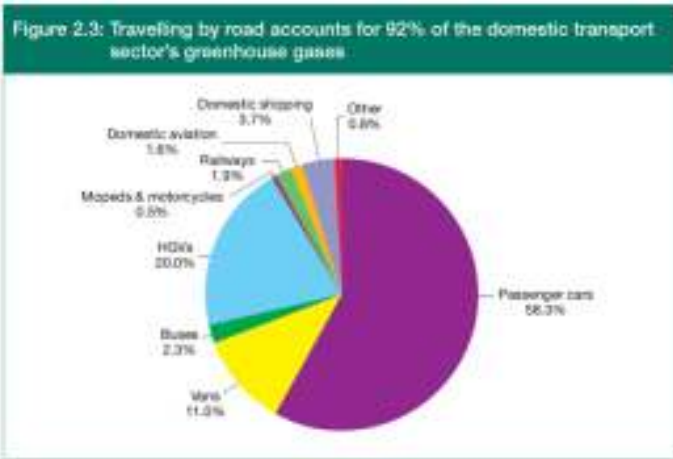
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# Integrating air quality and climate change policy

Long-term policies:

## Comprehensive change

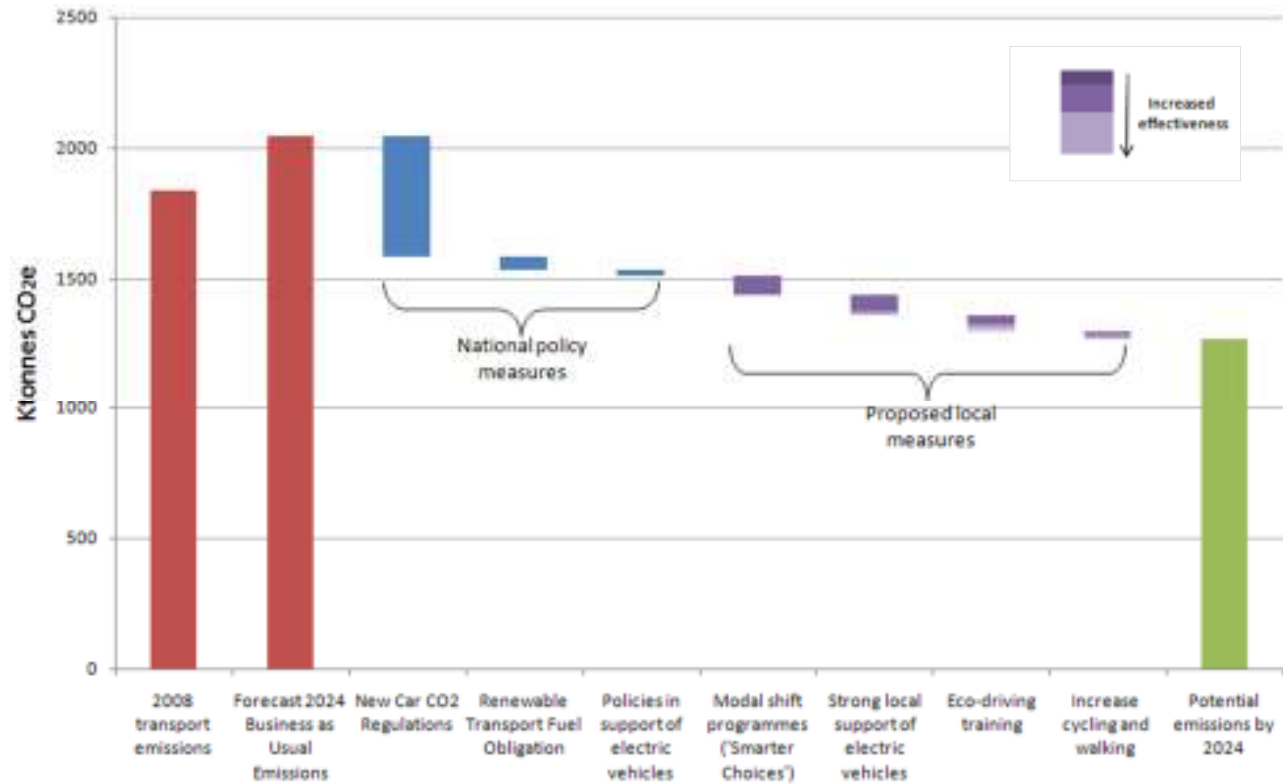
- Active travel and public transport  
e.g. prioritised through planning and investment, infrastructure and training in place
- Sustainable freight  
e.g. consolidation centres, locally generated biofuels, rail freight
- ‘Cleaning’ of all modes  
e.g. carbon neutral rail network, alternative fuel infrastructure, low emission buses



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# Anticipated progress to 2024



Reductions of greenhouse gases forecast from LTP3 activities  
 Source: Merseyside Transport Partnership Analysis (2010)

## LOCAL TRANSPORT PLAN MERSEYSIDE



# Delivering the local transport plan

- Public consultation
  - ends 30<sup>th</sup> November
- Preferred strategy finalised
  - December 2010
- Partners produce first 3-year implementation plan
  - December-March
- Delivery begins
  - April 2011



[http://www.letstravelwise.org/content188\\_LTP3-Consultation.html](http://www.letstravelwise.org/content188_LTP3-Consultation.html)

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**Sarah Jolly**  
Climate Change Officer

Merseyside LTP Support Unit  
24 Hatton Garden  
Liverpool  
L3 2AN

Tel: +44 151 330 1156

E-Mail: [sarah.jolly@merseytravel.gov.uk](mailto:sarah.jolly@merseytravel.gov.uk)



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