



Local Transport Plan 2006 –2011

Sarah Jolly

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LES in the Merseyside LTP

Low Emission Forum, 1st July 2010



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MERSEYSIDE



Public
Transport



Goods



Walking



Cycling



Traffic

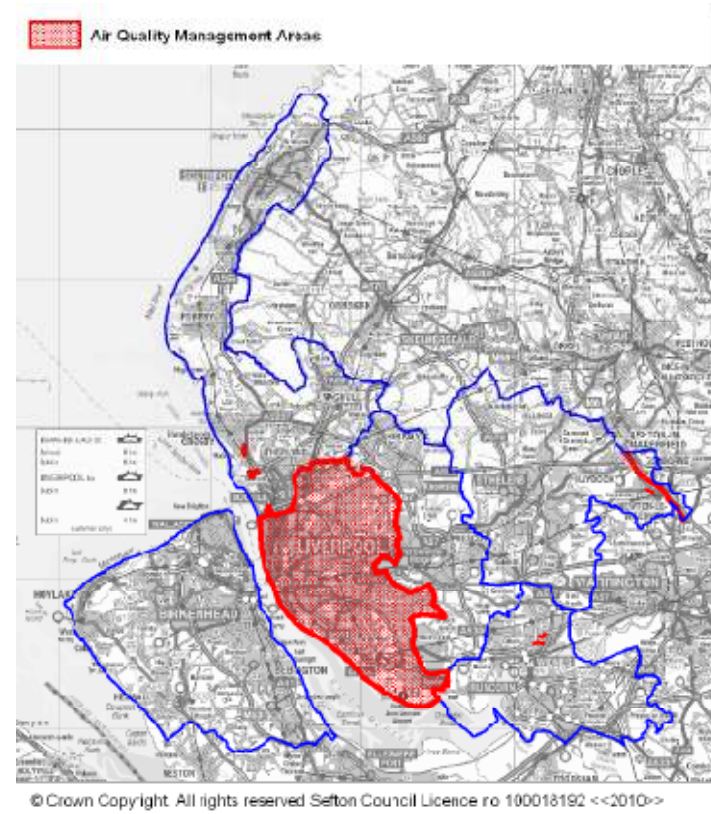
Emissions in Merseyside

The Challenge:

- Declining air quality
- Over-dependence on fossil fuels
- City Region vision for a 'Low carbon economy'
- Climate change targets
- Increasing fuel prices
- Costs to region:

Air quality ~£18-26million

Climate Change ~£43-57million



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Aims for LTP3

LTP3 Goal:

‘to provide and promote a clean and low carbon transport system’

3 distinct priorities

- Reduce emissions
- Adapt to future conditions
- Improve local environmental quality



Aims by 2024

- Carbon reductions at or above national targets
- Significant improvements in overall air quality and fewer AQMAs
- Resilient to oil price and availability fluctuations

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Barriers to air quality progress

- Perception that environmental improvements must be at expense of economic growth

Increasing awareness particularly through reports such as Liverpool Mini-Stern and Whitelegg Reports

- Cost benefit analysis often shows poor value for money

Integrated approach to air quality and climate change ensures cost-effective measures – framework to evaluate relative impacts

- Lack of communication/collaboration between disciplines

Re-establishing existing links and task-orientated groups

- Low on political agenda

Supplement recognised measures with innovative trials and demonstrations

- Lack of quantitative evidence

Focus on quantitative data and short-term/long-term impacts

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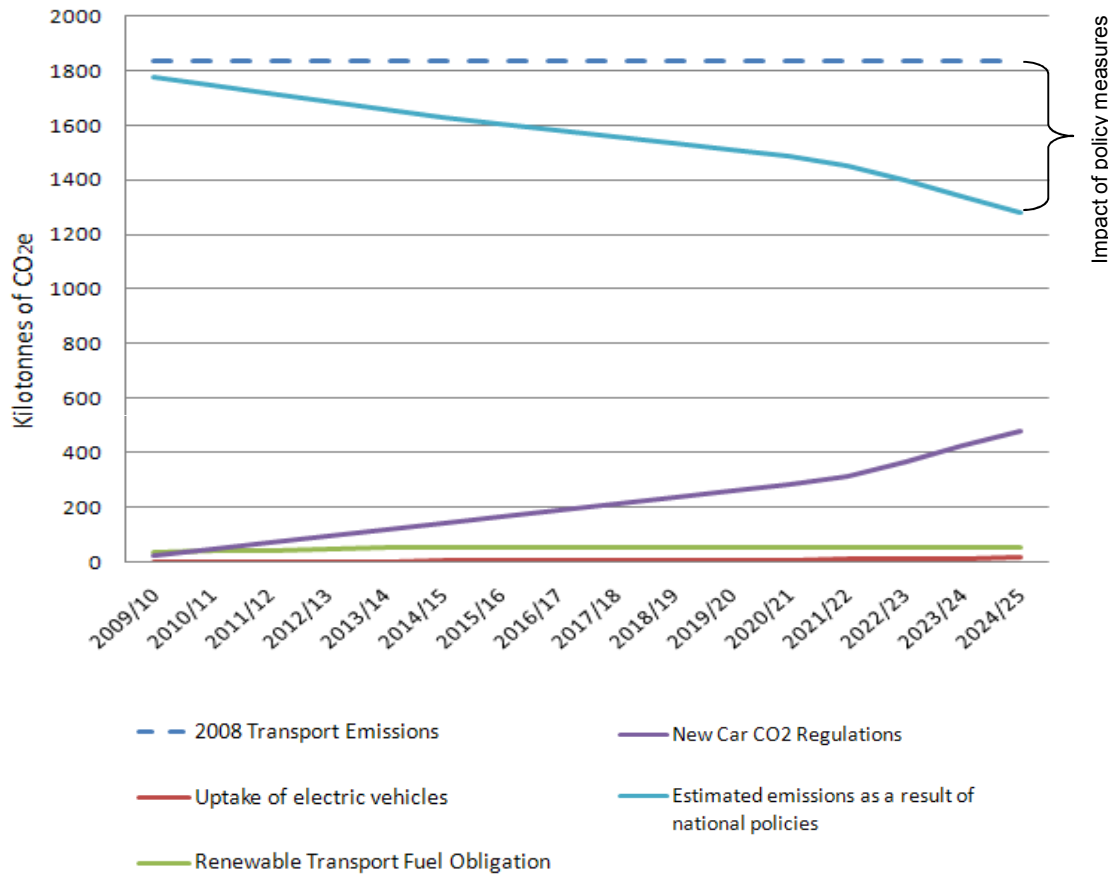
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Approach for LTP development (1)

Impact of national policy on greenhouse gas emissions



Identify challenges and opportunities



Define goals



Understand the situation



Option generation



Forecast impact of options



Preferred strategy



Consult



Refine strategy

Note: Indicative figure only, needs to be updated with forecast data
 Forecast changes in greenhouse gas emissions as a result of national policies
 Source: Merseyside Transport Partnership Analysis (2010)

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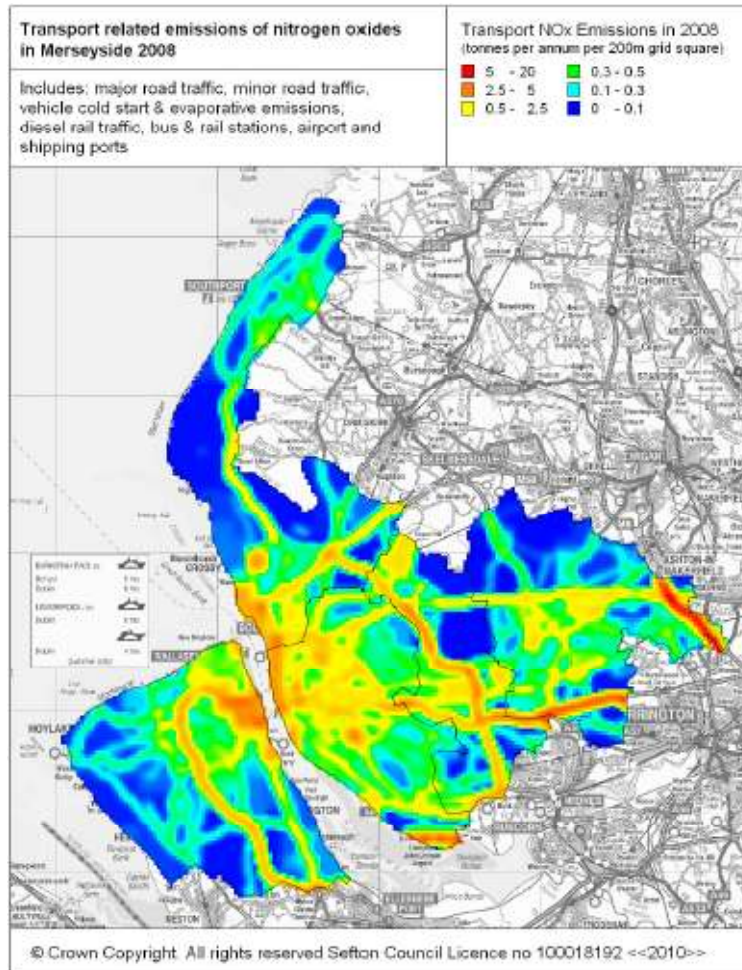


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Approach for LTP development (1)



Identify challenges and opportunities



Define goals

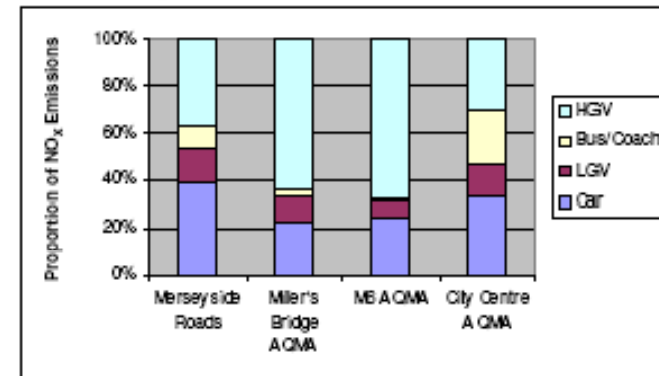


Understand the situation



Option generation

Figure 3.6: Proportion of road traffic NO_x emissions from different vehicle classes for Merseyside roads overall and selected AQMAs



Source: Merseyside Atmospheric Emissions Inventory

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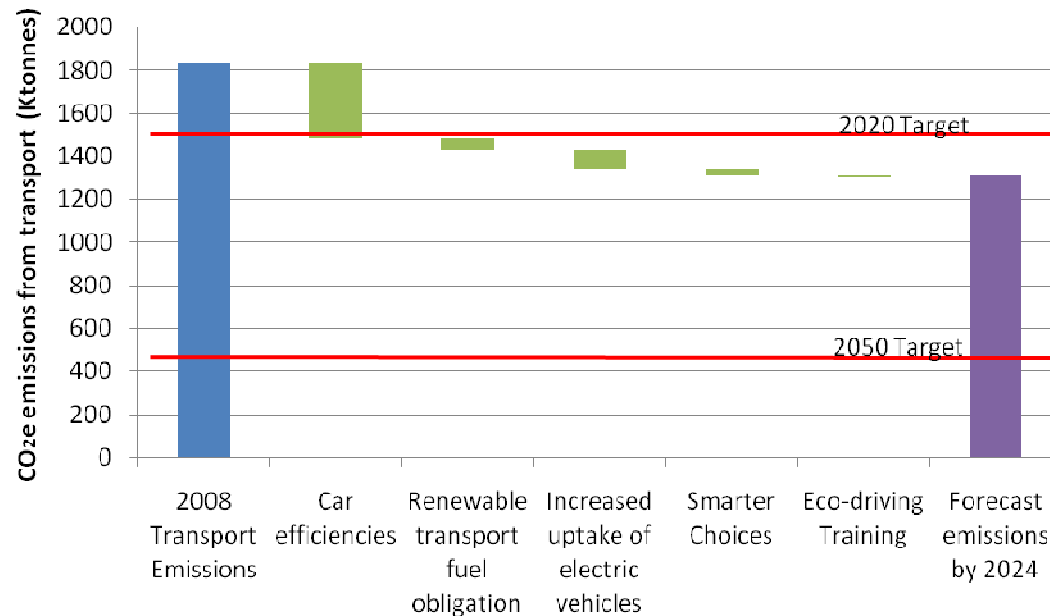


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Approach for LTP development (2)



Note: Indicative figure only – full analysis to be completed
Reductions of greenhouse gases forecast from LTP3 activities
 Source: Merseyside Transport Partnership Analysis (2010)

Identify challenges and opportunities



Define goals



Understand the situation



Option generation



Forecast impact of options



Preferred strategy



Consult



Refine strategy

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Preferred strategy - Overview

- Planning which supports sustainable travel and accessibility
 - Ensuring a choice of travel SPD
 - LES Partnership taking forward to include infrastructure provision for low emission fuels
- Strong support for cycling and walking
- Soft measures very important: industry-leading smarter choices programme
 - Including smarter vehicle choice and eco-driving
 - Develop standardised approach to measuring and evaluating impacts
- Public transport improvements
 - Focus on improved attractiveness and efficiency
- Freight contribution
 - Vital to the region's economy, improvements must be made in partnership with operators
- Infrastructure to support low-emission fuels

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Preferred strategy – Proposed projects

- Plugged-in Places
- Alternative fuel taxi demonstration
- Differential departure charge system at bus stations
- Offset contributions to fund low emission buses
- Freight projects – biofuel pilot, consolidation centres, leasing schemes
- Carbon neutral rail network
- Taxi-bus and flexible services to reduce empty buses
- Differential charging for low emission vehicles through Merseytunnels



Next steps



Results from transport model feed in to LTP development

Preferred strategy launched early September

12 week consultation period

Final strategy prepared

First 3-year action plans produced

Deliver LTP3 April '11 onwards

http://www.letstravelwise.org/content164_LTP3.html

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