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The Third Merseyside Local Transport Plan

LTP Breakfast Briefing 24th March 2011



LOCAL TRANSPORT PLAN
MERSEYSIDE



Public
Transport



Goods



Walking



Cycling



Traffic

The third Local Transport Plan

- Statutory document
 - links with Halton
- Supports the city region, including the LEP
- Links to, employment, health and education
- Looks forward to 2024
- Shorter term focus 2014/15

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The planning process

- Evidence base
- Challenges and opportunities
- Draft Preferred Strategy
- Options review
 - **Financial settlement – 66% reduction**
- Final LTP
 - Vision, goals strategy, implementation

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Consistent messages

- **Creating jobs – cutting carbon**
- Promote and support **health and well being**
 - Support for disadvantaged areas
 - Better integration of land use and transport
 - Peak oil and security of supply
 - Better and cheaper public transport, road safety and maintenance

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Do Minimum

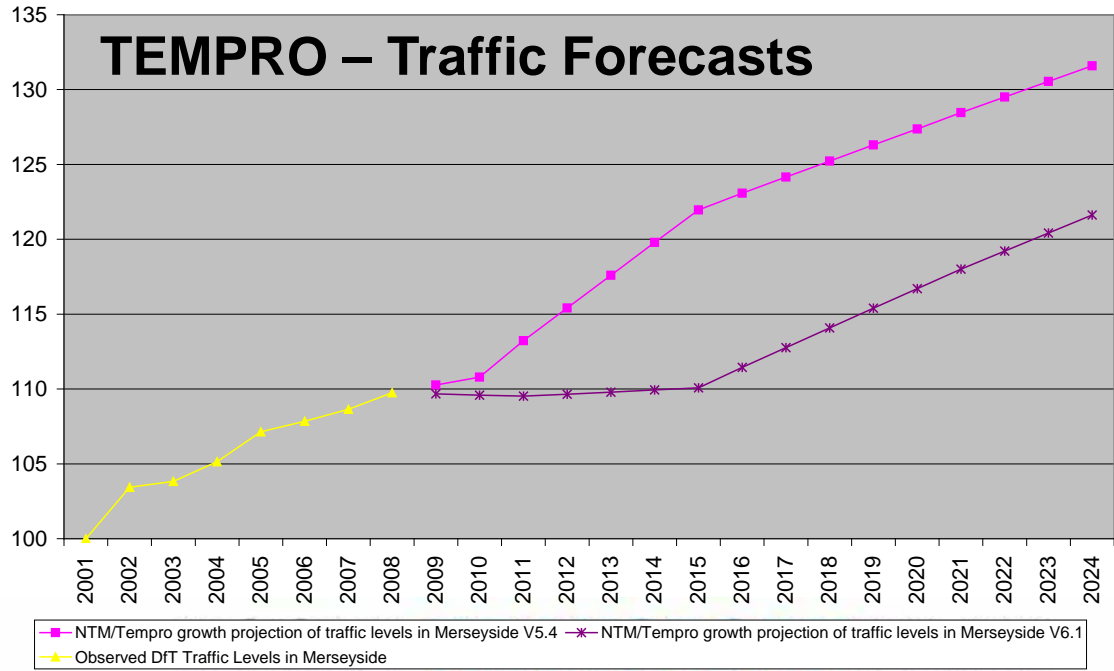
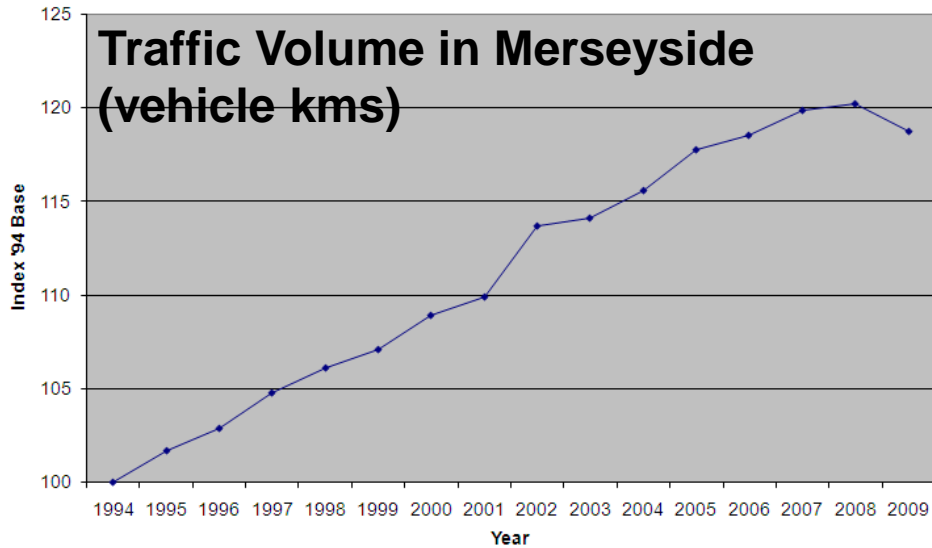
Modelled Time Period	Year/Change	Highway Trips	Public Transport Trips
AM Peak (8-9am)	2008	218,705	61,758
	Change to 2014	8%	-4%
	Change to 2024	23%	-7%
Inter Peak (avg hr, 10am to 4pm)	2008	151,801	43,631
	Change to 2014	9%	-3%
	Change to 2024	27%	-3%
PM peak (5-6pm)	2008	203,331	48,466
	Change to 2014	9%	-3%
	Change to 2024	22%	-5%

Final Strategy

Modelled Time Period	Year/Change	Highway Trips	Public Transport Trips
AM Peak (8-9am)	2008	218,705	61,758
	Change to 2014	6%	6%
	Change to 2024	20%	1%
Inter Peak (avg hr, 10am to 4pm)	2008	151,801	43,631
	Change to 2014	7%	3%
	Change to 2024	24%	3%
PM peak (5-6pm)	2008	203,331	48,466
	Change to 2014	7%	6%
	Change to 2024	20%	3%

Forecasts of Merseyside transport demand
 (by time period and mode) for 2014 and 2024

Recent trends and alternative forecasts



M E R S E Y S I D E

Fuel price Impacts

- Survey of 1,000 local residents in February 2011
- Around 60% of people say they are currently modifying their travel behaviour due to current price of fuel
- 45% say directly that they are using their car a little or a lot less than a year ago
- 50% say that current fuel prices are making them use their car less at the moment
- More people think fuel costs have risen more than PT costs recently



LTP3 final strategy – main messages

- Significant growth in travel demand for 2014 and 2024 based on local assumptions.
- But short term to 2015 existing network can cope.
- Final strategy reduces highway growth and increases PT usage.
- Recent data and alternative forecasts suggest impact of traffic growth in the short term could be less of an issue.
- Fuel prices.
- Uncertain times - Constant review **essential**.

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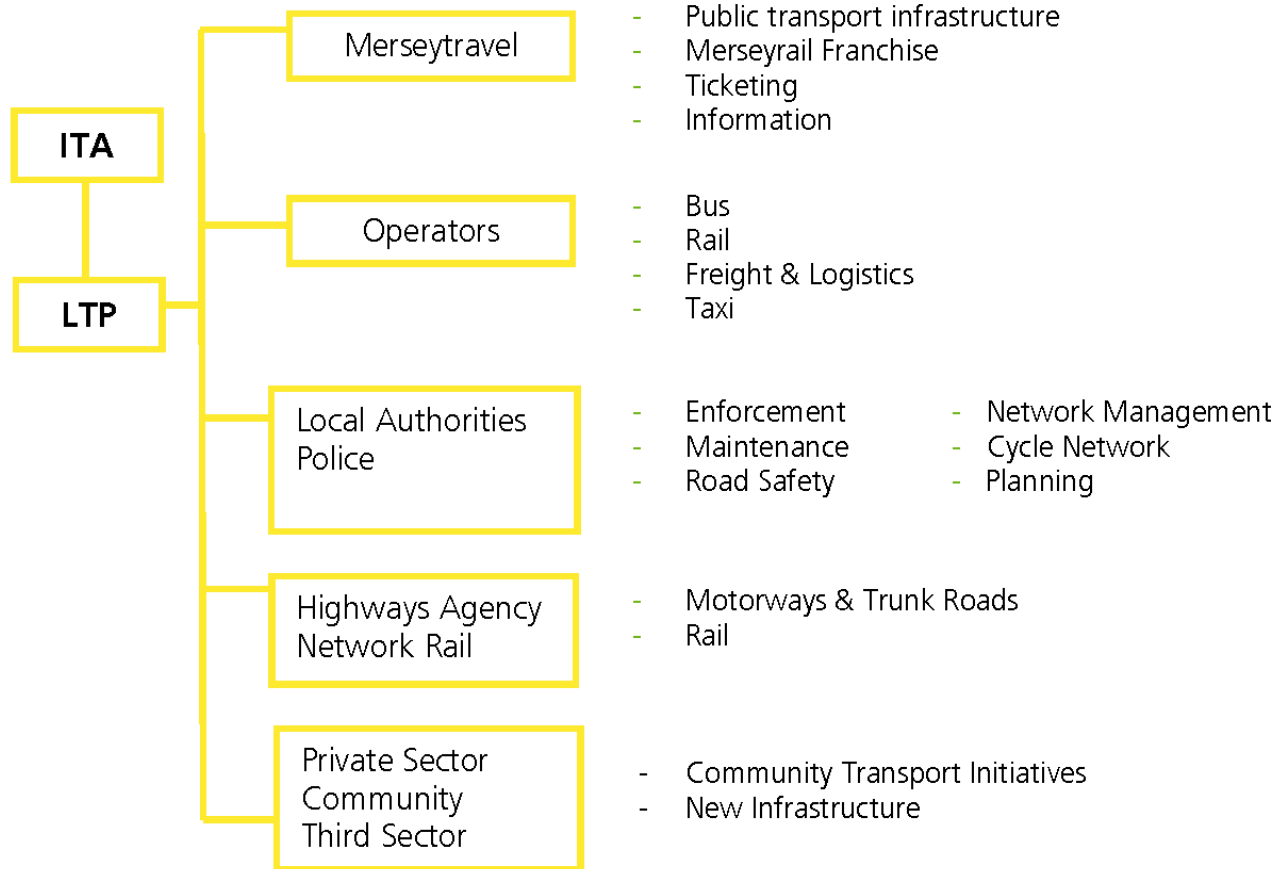
Traffic

Forecast emissions and costs

Scenario	Year/Change	CO ₂	NO _x	PM ₁₀
Do Minimum	2008	1,500Ktonnes	5,500tonnes	460tonnes
	Change to 2014	5%	10%	-3%
	Change to 2024	1%	-76%	-5%
Final Strategy	Change to 2014	3%	9%	-4%
	Change to 2024	0%	-77%	-6%
Difference	2014	-1.4%	-1.2%	-1.1%
DM/FS	2024	-1.2%	-1.0%	-0.9%

- Decreases in all emissions compared to Do Minimum scenario.
- Reduced damage from pollution resulting in financial savings or around £1.2million per year.
- Greatest reductions due to advances in vehicle technology

Partnership is essential



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Performance Indicators

With targets

Indicator	Description	2014 Target	
A1 / LTP3	Cycling – Index of Usage	112 (Baseline year 2010/11)	
A2 / BVPI 223 (96)	Principal Road Condition	Liverpool 11% St Helens 5% Knowsley 1% Sefton 8% Wirral 4%	
A3 / BVPI 224a (97a)	Non-Principal Classified Road Condition	Liverpool 6% St Helens 5% Knowsley 3% Sefton 7% Wirral 4%	
A4 / BVPI 99x	Total KSI Casualties	466	
A5 / BVPI 99y	Child KSI Casualties	70	
A6 / New Indicator	Public Transport Customer Satisfaction	Will not be known until after April 2011	
A7 / 3	Limit current number of publicly available car parking spaces available in Liverpool City Centre	Cap of 16,500	

Traffic light

Indicator	Description
B1 / 13/14	Access by public transport, cycle and walking to employment, education, health care and fresh food.
B2 / LTP6	Traffic Flows into Centres
B3 / LTP4	Mode Share of Journeys to School
B4 / 16	Estimated Transport Related Emissions
B5 / BVPI 102a	PT Patronage – Bus
B6 / BVPI 102b	PT Patronage – Rail
B7 / 2	Journey Times on Designated Routes (previously 'HGV journey times' indicators)

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Implementation Plans – Actions in support of short term priorities

Authorities Priorities / LTP Key Actions	Maintenance	Road Safety	Traffic Management & Congestion/carbon reduction	Accessibility	Healthy travel	Strategic planning	Supporting Regeneration	Public Transport
Maintenance	XXXXX		XX		X	X		XX
Integrate LTP with LDF and community Strategies	XX	XXX	XXX	X	XX	XX	XX	XX
Public transport			XXX	XX	X	XX	X	XXX
New ITS	XX		XXXXX	X		XX		XX
Freight	XXX		XXXX			X	X	X
Low Emissions Strategy		XX	XXXXX	X	XXX	XX		XX
Effective Delivery of capital Programme	XXX	XX	XXX	X	X	X		XXX
Healthy Travel/Travelwise		X	XXX	X	XXX	XX		XXX
Road safety		XXXXX	XX			X	X	XX
Long term planning	XXX	X	XXX	X	X	XXX	X	XXX

The numbers of Xs in each box indicate how many Authorities are supported in a particular priority by an LTP key Action



Moving forward

- Constant review and flexibility
- Business as usual is not an option.
- Ensure transport is integrated with Local Development Frameworks.
- Produce a peak oil strategy
- Support Decade of Health and Well Being to promote the new mobility culture.

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The new mobility culture

- Doing things differently in the way we plan our city region, move around and support business and social activity in ways that are equal, fair and do not harm or damage communities or the environment.
- Aspire to be European Green Capital.

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More information

Full document and supporting information on

www.TransportMerseyside.org

From 1st April



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