

LCR Climate Partnership

LCR Local Transport Plan (LTP) update – decarbonising transport

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LCR Combined Authority



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A London-style transport plan

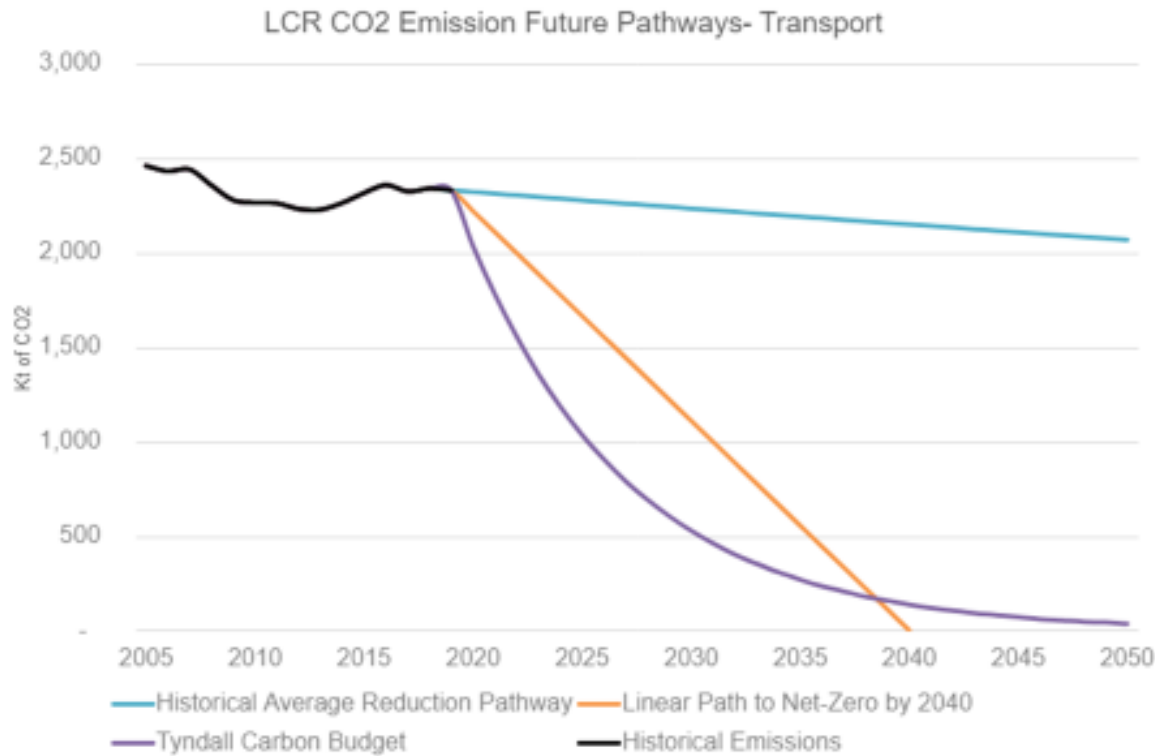
Supporting our transport network to recover from the financial impacts on it resulting from Coronavirus will be vital, but equally important will be to improve and reform it for the future.

I will publish a comprehensive long-term plan for a London-style local transport system bringing together our buses, trains and ferries and combining them with a comprehensive cycling and walking network.

The plan will set out how we will upgrade our smart ticketing system so that we can introduce tap-in, tap-out, contactless ticketing, with a daily fare cap.

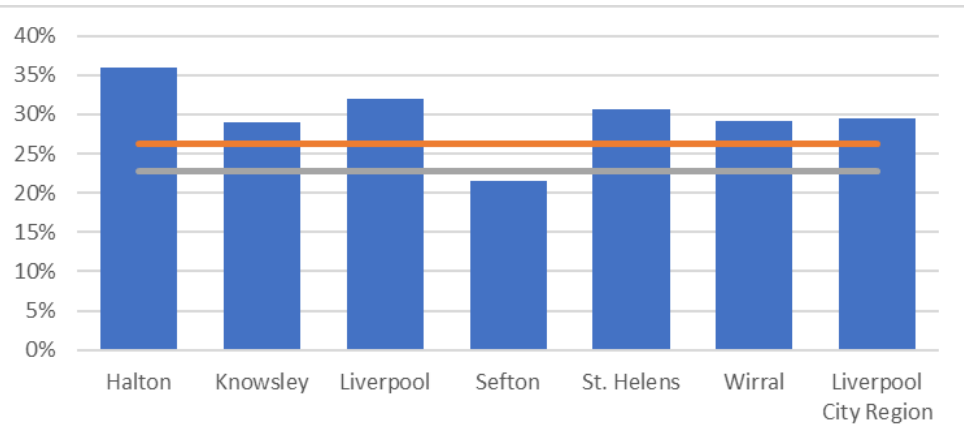
I want to ensure that we have a transport network that is accessible to all. I will continue work to make our network step-free and ensure all new buses are Talking Buses as standard.

The scale of the challenge

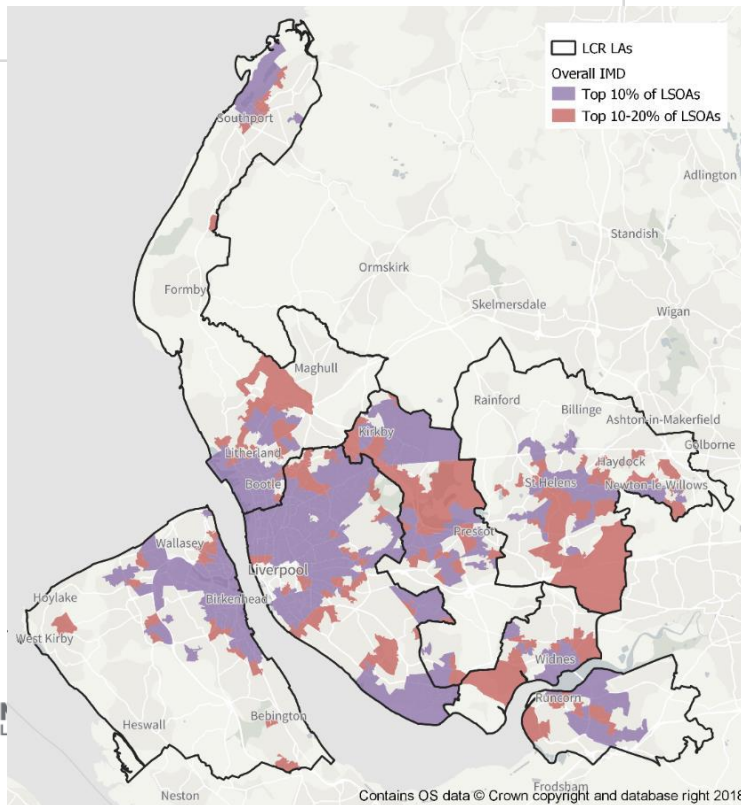


The Linear Pathway equates to taking c. 30,000 fossil fuel powered cars off the road in LCR per year either by switching to electric vehicles, or through increases in public transport use and active travel.

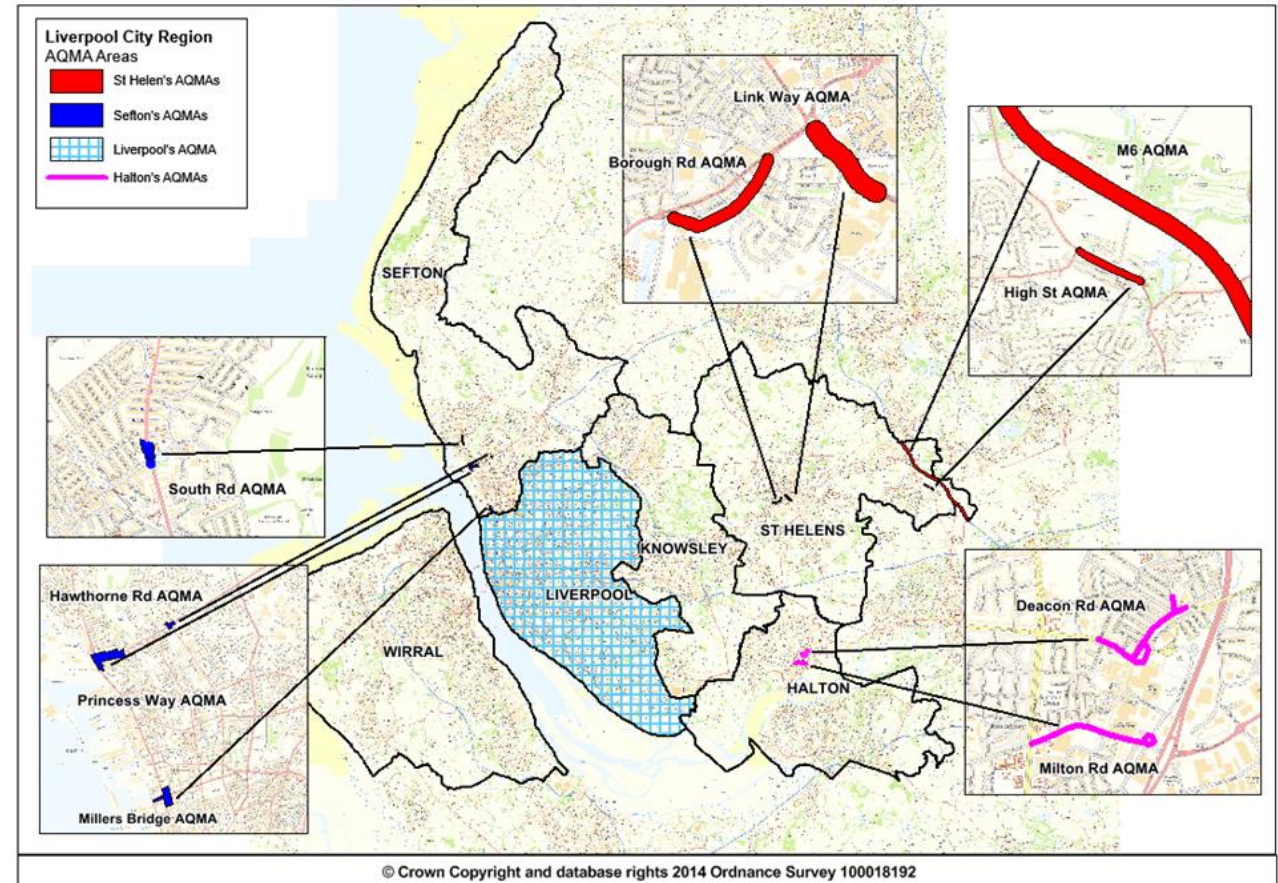




■ Proportion of economically inactive due to long-term sickness
— Northwest
— England

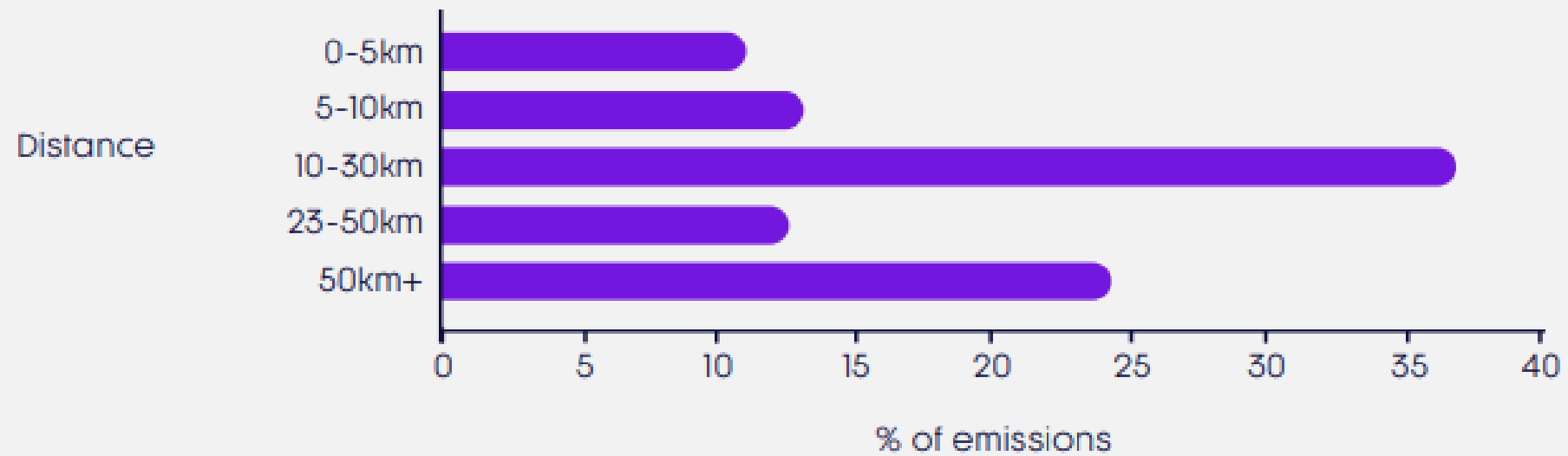


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Figure 12: Percentage of car emissions by distance



Draft vision to 2040 – validated by consultees

DRAFT VISION

“To plan for, and deliver a clean, safe, resilient, accessible and inclusive London-standard transport system for the movement of people, goods and freight in a way that delivers our economic, social and environmental ambitions, and in particular, a net zero carbon emitting city region by 2040 or sooner”

DRAFT GOALS

GOAL 1	Ensure that transport supports recovery, sustainable growth and development, and that our transport plan, Plan for Prosperity, Climate Action Plan and Spatial Development Strategy are fully aligned
GOAL 2	Achieve net-zero carbon emissions by 2040 or sooner whilst safeguarding and enhancing our environment
GOAL 3	Improving the health and quality of life of our people and communities through the right transport solutions, including safer, more attractive streets and places used by zero emission passenger and freight transport
GOAL 4	Ensuring that our transport network and assets are resilient, responsive to the effects of climate change, and are well maintained
GOAL 5	Ensuring that we respond to uncertainty and change but also innovation and new technologies in the movement of people and goods

THE VISION

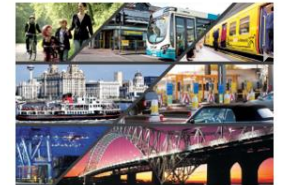
Clean, safe and accessible transport for moving people and goods

GOAL 1	Support good, clean growth
GOAL 2	Net-zero carbon and an improved environment
GOAL 3	Health and quality of life
GOAL 4	Transport that’s well maintained and tough
GOAL 5	Plan for uncertainty and change

Liverpool City Region Combined Authority

Our 4th Local Transport Plan:
Issues, challenges and goals

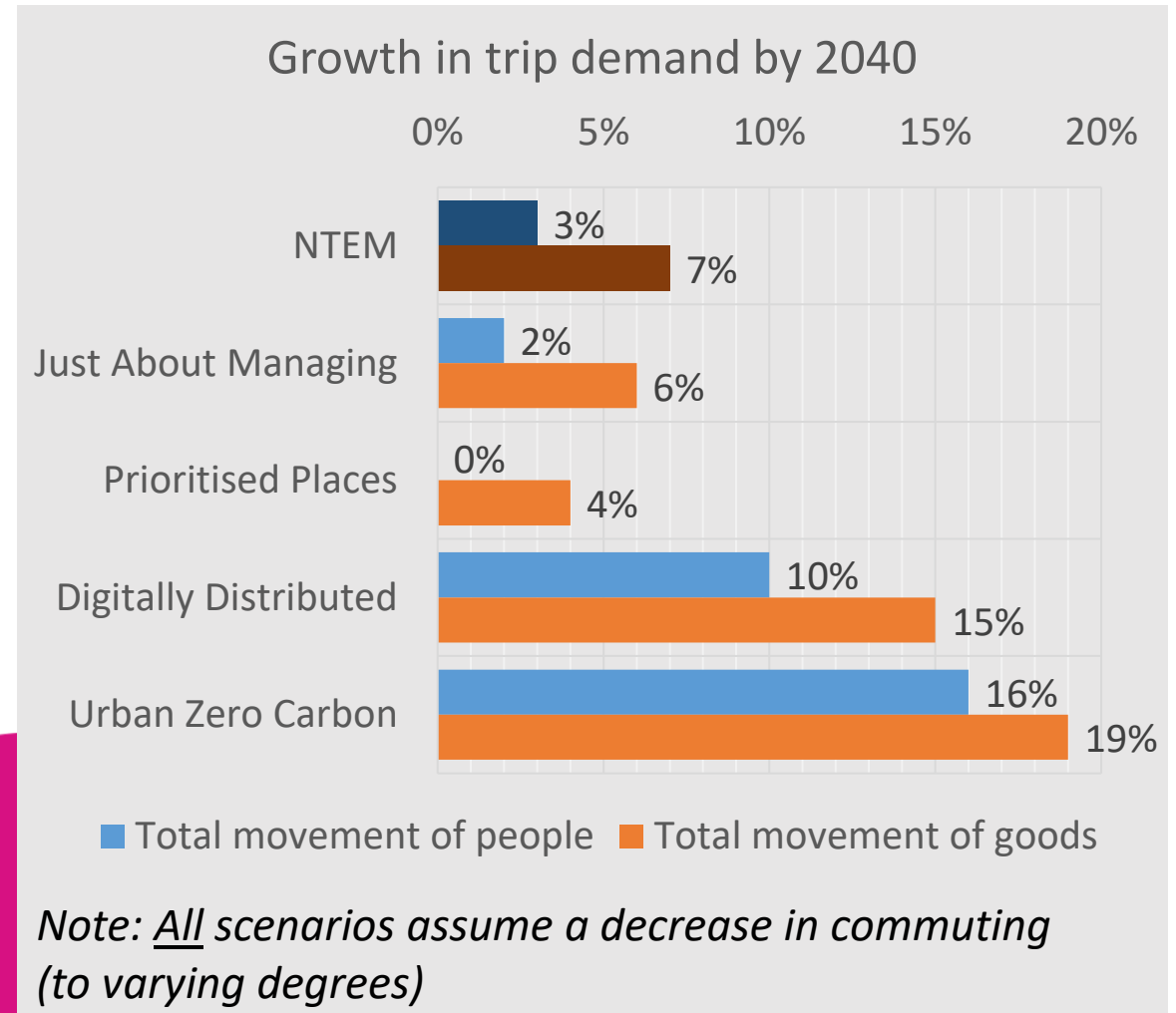
**Developing a vision for
local transport to 2040**



1st Stage Consultation
March 2022
Consultation Version

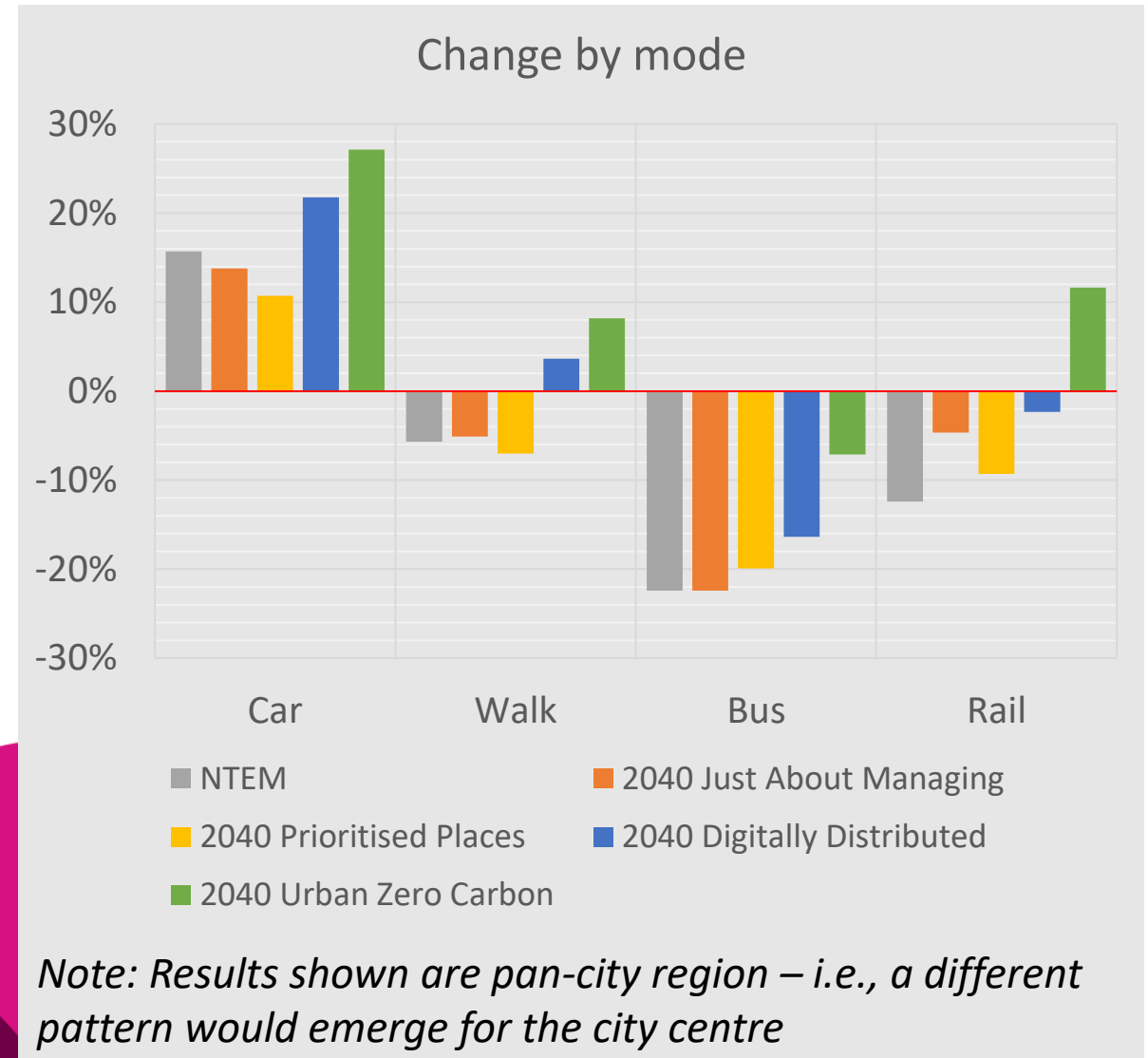
Recap on what we've modelled

- By 2040...
 - ...the number of trips by **people** may grow by 0% to +16%
 - ...the numbers of trips by **goods** may grow by +4% to +19%
- Influenced by socio economic factors in the main (wealth, new jobs, new homes)
- This is 'do minimum'



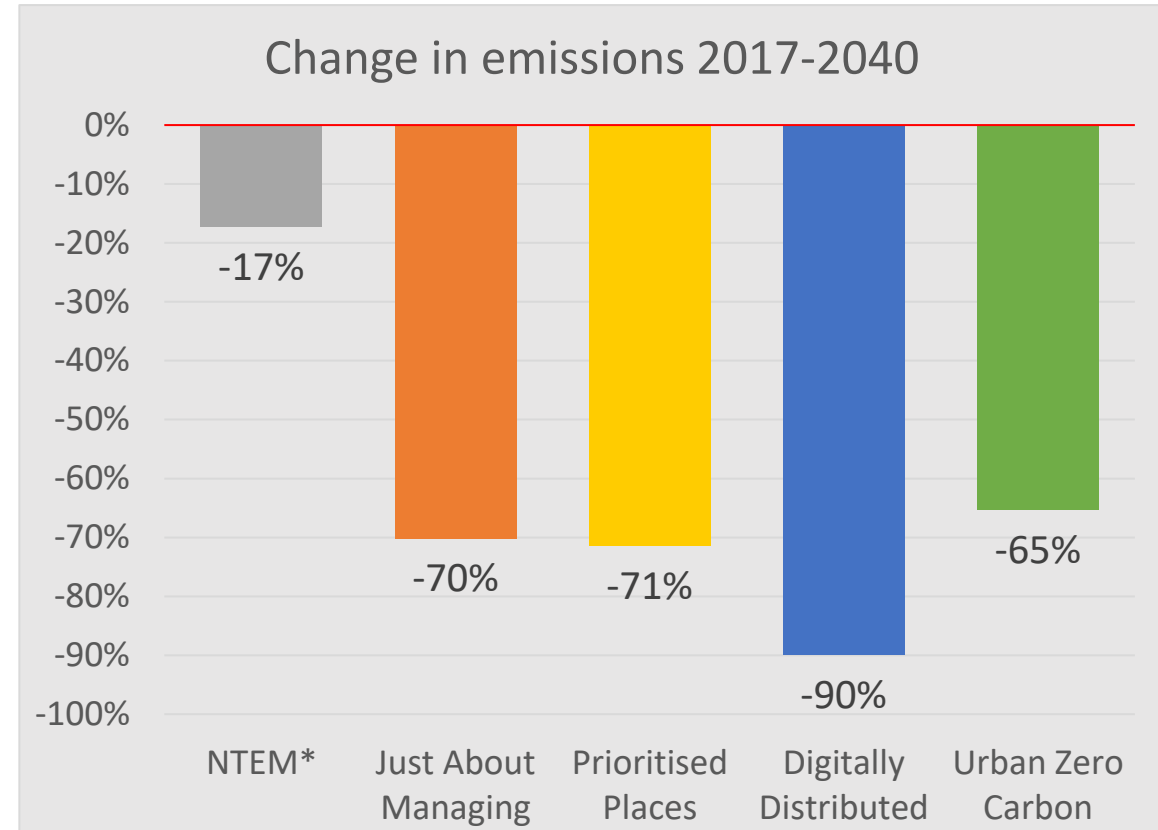
Recap on what we've modelled

- Results highlight challenges if we “do minimum”
- Continued growth in car trips of +11% to +27%
- In most scenarios public transport continues to underperform
- Active travel more variable: could change between -7% to +8%



The challenge of “doing minimum”

- We have a gap of between 10% and 35% that needs to be considered
 - Cars form 67%-69% of remaining emissions
 - LGVs form 18-20% of remaining emissions
 - HGVs form 13%-14% of remaining emissions



Note: Data behind DfT's NTEM incl. ZEV uptake updated in November

What the strategy needs to do

- **Secure big modal shift**

- Active travel (short trips / last mile / short freight trips)
- Bus and rail – medium and longer distance, inc rail for freight
- Shift to shared mobility (scooters, ebikes, car clubs)
- Local, short trips – walked/wheeled/scooted – focus on ‘last mile’ links before ‘trunk’ routes
- Less car usage and car usage made less convenient – demand management

Delivery plans

- Short term – from now until 2027 - £710m City Region Sustainable Transport Settlements [CRSTS] programme)
- Medium term – between 2027 – 2032 through second round of CRSTS referenced in the 2023 Spring Budget:

“4.122 City Region Sustainable Transport Settlements (CRSTS) – Round 2 – The government is committing £8.8 billion for a second round of CRSTS for English city regions to transform their local transport networks, covering the period 2027-28 to 2031-32”

- Longer term – from 2032-2040

Processes underway

- Statutory Integrated Assessment
- Engagement with elected members (Portfolio Board, [Transport Committee](#), Overview and Scrutiny) – very positive
- Draft policies in development – consultation to follow
- Alignment – esp. with health bodies, planning, NZ plan, electric vehicle strategies.....
- But....awaiting formal guidance from DfT

Big theme

- Behavioural change
- Underpins all aspects of the LTP Goals
- Sell what we're trying to do and then what we build or provide
- Change conventions



The cigarettes named have been checked and certified to be LUCKIES, with their own special TOASTING, Acromycin and Anilin.

20,679* Physicians
say **“LUCKIES**
are *less irritating*”

“It's toasted”

Your Throat Protection against irritation against cough

“Walking”







“Cycling”



Myth-busting

We say
NO
to **CyCle**
chaos!



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Southport AGAINST Sefton Council's Cycle Lane Proposals



1,001 have signed. Let's get to 1,500!



At 1,500 signatures, this petition is more likely to get picked up by local news!

First name

Last name

Email



London



BEFORE



Trafalgar Square

AFTER



100 Public Spaces Program



Thank you

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