



GOVERNMENT OFFICE
FOR THE NORTH WEST

LTP3 & NW Region

30th September

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Outline of Presentation

- LTP3 Main Changes
- LTP Structure
- Strategic Alignment
- Mitigating Climate Change
- CO2 Emissions –latest data
- Supporting Carbon Reduction & Latest DfT Low Carbon guidance
- Funding
- Next Steps

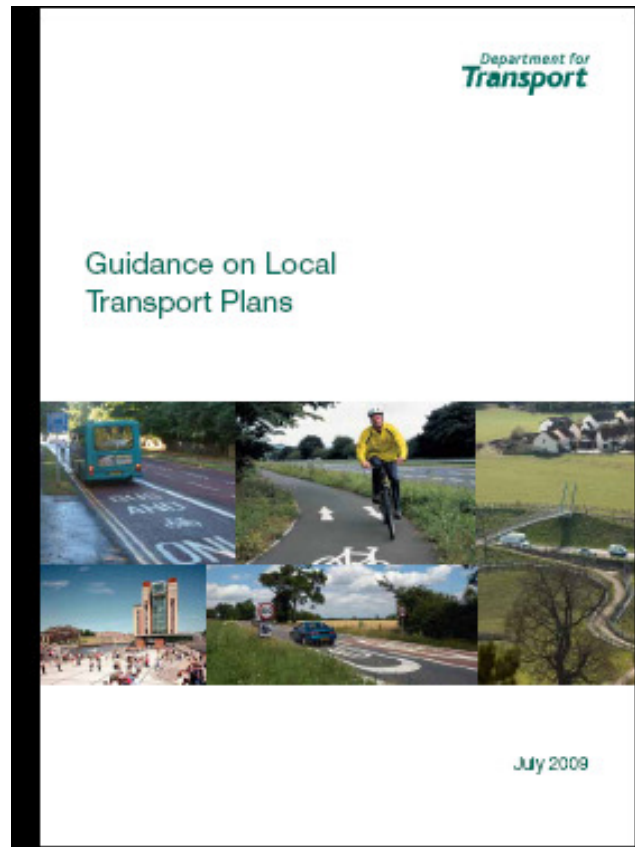
Transport Ministers

- Lord Adonis –S.o.S & Sadiq Khan M.o.S for Transport



LTP3 Main Changes

- New guidance published July 2009
- Less prescriptive



LTP3 Main Changes

- No formal GONW/ DfT assessment
- Greater opportunity to establish links with wider corporate agenda
- Removal of 5 year restriction – can be a 20 year strategy. “The authority may replace their plan as they think fit.”
- Promotes importance of reducing transport emissions as well as delivering on other transport goals.

LTP3 Main Changes

- LTP3 includes the new national DaSTS goals:
 - tackling climate change; supporting economic growth; promoting equality of opportunity; contributing to better safety, security and health; and improving quality of life.
- LAs need to consider their contribution to these goals as the overarching priorities for LTP3
- Take into account relative importance of five goals for their LA area

LTP3 Structure

- LTP Guidance lays out 2 tiers of LTP:
 - Strategy
 - Implementation Plan
- Typical strategy will look up to 20 yrs ahead
- Implementation Plan will cover 3-5 years

Strategic Alignment

- LTP Strategies should be aligned with the Sustainable Community Strategy and relevant Regional Strategies e.g. RS2010
- A specific outcome which the Regional Strategy will aim to achieve is:
 - Developing a low carbon economy, promoting the sustainable use of resources and minimising, and adapting to the impact of climate change.

Strategic Alignment

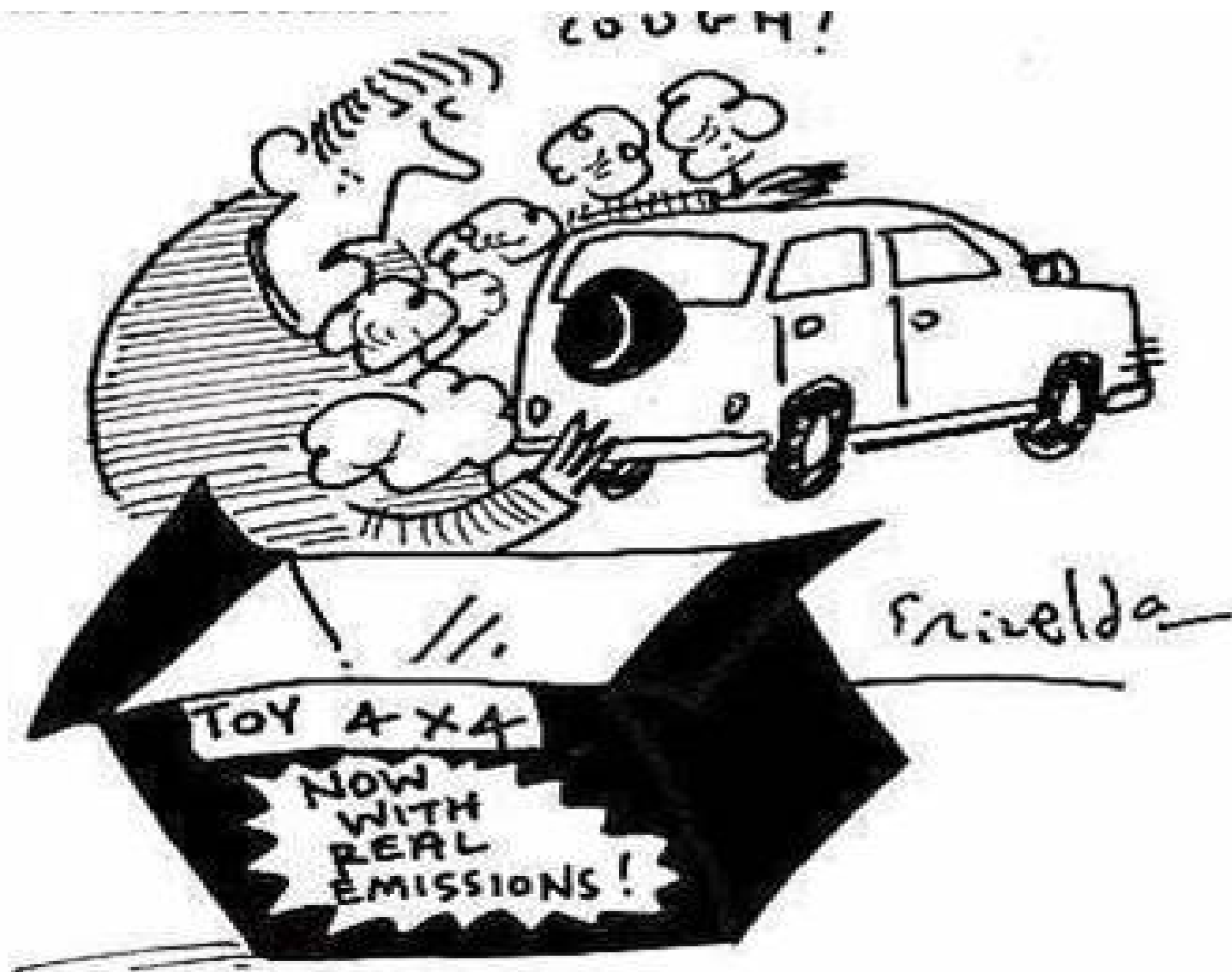
- Implementation Plans should align with LAA and LDF – spatial planning has great potential to reduce need to travel;
- Over 30 NW authorities still not published their Core Strategies = plenty of scope for alignment with LTP3 and even joint consultation processes.
- Concerns about soundness of LDF if proposals within it are at odds with LTP3.

Mitigating Climate Change

- No mandatory LTP targets so no duty for LAs to include indicator on CO2 reduction – although targets and carbon budgets are on their way
- BUT "DfT **encourages local authorities** to develop strategies and implementation plans that **take significant steps towards mitigating climate change**, by encouraging the development of sustainable transport systems, facilitating behaviour change and reducing the need to travel."
- Many LAs selected climate change national indicators 185 and 186 as targets for their LAAs.

CO2 emissions 2005-7

- New national data on estimates for CO2 emissions by LA area published Sept 2009.
- Overall the results show that the UK's CO2 emissions have dropped by two per cent between 2005 and 2007 and that emissions have fallen in 335 out of the 434 local authorities in the country.



CO2 Emissions

- NW road transport emissions reduced from 15,039 Kt CO2 in 2005 to 14,933 Kt CO2 in 2007, a whopping **0.07%**! Must do better.
- In 2007, Road Transport accounted for 25% of total NW emissions.

Supporting carbon reduction

- A more efficient transport system will clearly minimise the growth in carbon emissions.
- The RSS advocates policies and proposals for managing travel which will contribute towards reducing greenhouse gas emissions from the transport sector.
- DfT: Low carbon transport- a greener future

Low carbon transport – a greener future

- Published July 2009

Electric vehicles



Biofuels



Lower CO₂ Standards



Emissions Trading



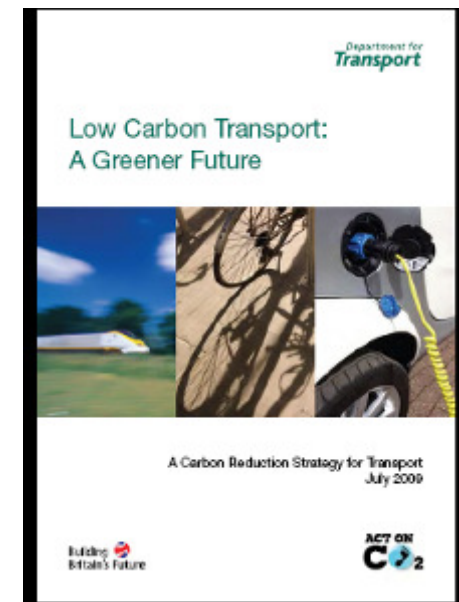
- This strategy sets out how we can reduce greenhouse gas emissions from transport. It also shows how transport will make a major contribution to UK efforts to reduce CO₂ emissions by 2022 and 2050 in line with the Climate Change Act 2008.

Low carbon transport – a greener future

Encourages you to bring sustainable travel into the core work of LTP3;

Draws attention to good practice already in place

Demonstrates that sustainable low carbon travel can meet a wide range of local objectives



Wider objectives –travel plans



Funding

- Significant changes to regional funding in recent years
- Since 2005, Major Scheme funding remitted to regions as RFA
- In RFA2, regions had opportunity to recommend changes to funding split between Majors and Integrated and Maintenance Blocks for 2011 onwards

Funding

- NW chose to retain existing arrangements (with exception of GM top slicing GM Integ & Maint Blocks for GM Transport Fund)
- RFA flexibility means that region **COULD** consider top slicing Majors budget to invest in Smarter Choices measures



Next Steps

- LAs and the region have considerable influence over the way we travel (delivery of transport services, decisions on strategic planning and locations of business and homes).
- As large employers, we can take the lead in reducing emissions from our own estates and operations.



Next Steps

- LTP3 offers real opportunities for better strategic **alignment with spatial planning**
- Need to **prioritise** transport investment towards **smarter choices** at authority and regional level –the benefits support wider policy objectives

Next Steps

- **DfT Good Practice Guide for LAs** on putting together business cases for sustainable travel measures will be out in November.
- **Funding**- region has opportunity to redistribute future transport funding between Majors and Block Allocations.



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