Local Transport Plan Annual Progress Report 2010/11
(PTE/12/12)

Report of the Director of Integrated Transport

1. Introduction

The purpose of this report is to present the LTP Annual Progress Report (APR) for 2010/11, the final year of LTP2.

2. Background

There is no formal requirement for an APR for the year 2010/11 but it provides us with the opportunity to review whether we met the targets we set for transport during the lifetime of LTP2 and also to review our progress against the use of transport allocations. It further provides us with an opportunity to highlight our positive achievements in 2010/11. This is particularly pertinent when making the case for transport in difficult times and the need to recognise that good evidence will need to be provided. Future transport funding is not ring-fenced and data and evidence will be crucial in order to fight for it.

3. Main Issues

3.1 The APR for 2010/11 follows this report. It shows our progress over the last year of LTP2 in meeting final LTP targets. LTP2 was measured against 41 indicators. A number of these were core indicators which were considered to be the most important in meeting our transport objectives in Merseyside. In the majority of cases, the key indicators met their LTP target.

3.2 A number of indicators did not meet their final LTP2 targets including targets for increasing bus patronage, the target to improve accessibility to employment for workless Merseyside residents and the mode share to school indicator.
3.3 However, on the positive side, we saw our comprehensive approach to cycle use bearing fruit with the cycling indicator significantly exceeding its LTP target, showing an increase in cycling of 25% since 2006 set against a growth target of 10% for LTP2. Rail patronage also continues to climb. In addition, TravelWise won the much coveted 'ACT TravelWise Innovation of the Year Award' for its enterprising new journey planner. The tool was originally developed for leisure and tourism sector, but is now available for all Merseyside organisations.

3.4 The DfT transport allocations have been used, much as predicted despite the in-year funding reductions amounting to a 25% reduction in transport funding across all of the Merseyside LTP authorities in 2010/11.

3.5 In addition a number of case studies have been included to showcase our achievements over the year. These include some innovative work – personal travel planning (PTP) pilots, the Lower Emissions for Taxis project and the Cycle Speke project.

4. **Financial Implications**

A small budget is available to support production of the APR, though costs will be kept to a minimum.

5. **Equality Impact Assessment**

This report is for information and an EIA is not required.

6. **Environmental Implications**

No direct environmental implications.

7. **Risk Implications**

A risk assessment has been completed and the risks for the organisation are considered minimal. DfT no longer formally assess APRs or base future funding decisions on past progress.

8. **Conclusions**

This report gives Members an overview of the 2010/11 APR which reports on the delivery and performance of the second Merseyside Local Transport Plan.
9. **Recommendations**

   Members are asked to note the report.

**Background Papers**

Past Merseyside Annual Progress Reports from 2001 onwards.

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