



# Transport for a Growing Region Delivering Local Priorities

**The Merseyside Local Transport Partnership  
Annual Progress Report 2006/07**

**LOCAL TRANSPORT PLAN**  
MERSEYSIDE



Public  
Transport



Goods



Walking



Cycling



Traffic

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# Foreword

We are pleased to present the first Annual Progress report for the Merseyside Local Transport Plan, (LTP). It sets out the progress we have made so far in meeting the targets and objectives of the LTP to improve all aspects of transport in Merseyside. The LTP was rated as 'Excellent' by the Government this year, one of only sixteen such accolades, and the only one given to a Metropolitan area. This reflects the continuing strength of the Merseyside LTP Partnership, made up of Merseytravel, Knowsley, Liverpool Sefton, St Helens and Wirral Councils..

This first report covers April 2006 to March 2007, and shows good progress, being on track for all but two of 41 indicators.

Our vision for transport is:-

'a fully integrated safe transport network for Merseyside which supports economic and social regeneration and ensures good access for all, and which is operated to the highest standards to protect the environment and ensure quality of life'.

Our aim is to provide for the efficient movement of people and goods so that we can support the continuing regeneration of the area.

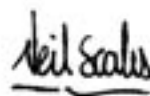
The Government is in the process of making some wide-ranging changes to the way in which local areas decide how to allocate resources, through the Local Strategic Partnerships, and their Local Area Agreements. Transport will be part of those arrangements in the coming year. We welcome the opportunity for transport to play a central role in helping deliver local priorities, in areas such as developing the economy, improving the environment, road safety, ensuring people can get to jobs, education and other important services, and in providing a well maintained transport network.

Such a philosophy is at the heart of what we aim to do with the LTP, and we have taken the opportunity in this report, to describe what we have achieved in support of our Local Strategic Partnerships.

We look forward to working closely with colleagues across a wide range of essential services in the future to ensure we are successful in achieving our vision and our joint aspirations for Merseyside.



Councillor Richard Ferry,  
Chairman – Merseyside Strategic  
Transportation and Planning Committee



Neil Scales, OBE  
Chair – Merseyside Strategic Transport  
& Engineering Group  
Chief Executive & Director General  
of Merseytravel



# Executive Summary

# Executive Summary

## LTP Performance Indicators 2006/2007

This Merseyside Local Transport Partnership's Annual Report for 2006/07 describes:-

- Local Transport Plan progress in the implementation of the strategy and £80.5m investment programme.
- Strategic challenges and opportunities that affect transport and City Region objectives.

The Strategic context discussed includes:-

- Local Transport Bill and changes proposed for transport governance in the City Region.
- Local Area Agreement changes to include transport.
- City Region and Regional Strategies.
- Closer integration with Local Strategic Partnerships is a welcome approach to ensuring transport is managed to support local priorities of regeneration and safe, healthy communities.

The Local Transport Partnership comprises Merseytravel and the five Local Authorities of Merseyside.

## Local Transport Plan Progress 2006/07

The objective of the Local Transport Plan (LTP) is to "provide a joined up transport network that helps Merseyside grow and be a better place to live".

In December 2006, Merseyside was awarded 'Excellent' status by the Department for Transport (DfT) for both the exceptional quality of our current LTP 2006-11, and our successful delivery of LTP 2001-2006. We were the only Metropolitan area in the country to be so accredited. This status brings recognition of our overall approach to improving transport and, significantly, it also brought an increase in funding of 25%. Merseyside is also a Centre of Excellence for Local Transport Delivery.

The Government priorities for transport are Congestion, Accessibility, Road Safety and Air Quality. Merseyside's Local Transport Plan is shaped to address these areas which are readily matched to LAA blocks and enable delivery of LSP priorities.

As well as being a long term strategy the LTP 2006-11 is a £230m investment programme. In 2006/07, £80.5m of funding was brought in for transport from a number of sources. This has been invested in a comprehensive range of programmes to improve the transport network and support Merseyside's success. Key investments include:-

- A new award winning, transport hub at Liverpool South Parkway and rail station, interchange and access improvements at Lime Street, Brunswick, Rainhill, Maghull, Aigburth, Birkdale.
- Access and crossing improvements for bus stops and interchanges across Merseyside.
- Bus access improvements on the Edge Lane corridor.

- Bus access improvements on the Edge Lane corridor.
- Bus priority scheme at West End Road in St Helens.
- Major public realm improvements and pedestrianisation programmes in Liverpool City Centre, Southport and Bootle.
- Road improvement schemes at Blackbrook in St Helens, on the East Lancs Road, at Switch Island, Tarbock and in Leasowe.
- Let's Get Moving – a major programme to assist people to reach employment, training and healthcare which comprises WorkWise travel assistance packages, new Dial-a-Ride bus services and Neighbourhood Travel Teams.
- Launched the largest cycle training scheme in the country, new cycle routes, maps and marketing campaigns.
- Boosted the national award winning TravelWise programme to encourage more sustainable travel behaviour, through Travel Plans with 200 schools and 70 businesses and marketing campaigns.
- Maintained roads, bridges and street lighting to high standards.
- Enhanced our communications processes to ensure the LTP partnership is better engaged with stakeholders at all levels.
- Began to address the climate change impact of transport.
- Prepared draft Pedestrian Strategy and Rights of Way Improvement Plan for consultation in autumn 2007.

### **With these programmes in 2006/07 we have achieved:-**

- Rail patronage increase of 8.5% above the 2004/05 base to a figure of 37m passengers.
- Improvements in all road safety targets and the award of beacon status for Knowsley Council.
- 34 local safety schemes were delivered in 2006/07.
- Measurable improvements to accessibility to employment for workless residents and to college sites.
- Restraining traffic growth, largely due to construction work in City Centre.
- 33% of schools have adopted School Travel Plans, with 60% working towards one. The result is that mode share is improving with around a 2% reduction in car use against a 5% increase in car use at schools without travel plans. 10% reduction in car travel has been achieved in John Moores University.
- Increased recognition of TravelWise from 25%-42%, enhanced communications with stakeholders through Local Transport Plan newsletters and conferences.
- Reduced the average age of buses in Merseyside from 9.3 to 8.2 years, improving accessibility to the vehicles and their environmental performance.
- Better access to buses from pavements by increasing percentage of stops with level boarding to 13.4%.
- Bus punctuality has improved ahead of our target figure for 2006/07 (LTP5) and satisfaction with local bus services (BVPI 104) also increased ahead of target in

# Executive Summary

line with a decline in the number of complaints about bus services.

- 7.9% increase in cycling recorded for the spring quarter. Although too early to count as a trend, this is an encouraging sign reversing the decline in cycling of recent years.
- On target for maintenance standards for roads, pavements and street lighting.
- The speed of goods vehicles on the Strategic Freight Network in the off-peak periods has improved slightly and is above the projected level.
- Installation of 36 electronic Variable Message Signs in Liverpool, Wirral and on the M62. Messages warning motorists of congestion, heavy event traffic, or accidents, are put onto the signs by the Local Authority and the emergency services when required.

## We are concerned about:-

- Decline in bus usage has been much more pronounced than expected with a 6.4% decrease against a targeted 1% decrease.
- Commercial operator changes to bus services are reducing accessibility to jobs, health care, employment and services.
- More than fourfold increase in costs of public transport against the cost of car travel in the last twenty years.
- Air Quality, at the Rocket Junction and in the North of Liverpool.
- Wirral has particular Road Safety issues which are not in line with targets.

We have 41 indicators, 31 we have set targets for and 10 of which are for monitoring only. Of the targets for which data is available only 2 are not on track.

## The national priorities for transport are aligned to the LSP priorities and are generally progressing well in Merseyside:-

Transport is vital to the economy and well being of Merseyside and in supporting regeneration. The Local Strategic Partnerships and the incorporation of transport funding into Local Area Agreements (LAAs) from 2008, mean that we should ensure that the provision of transport and continuing transport investment and improvements are fully integrated into the plans and priorities of the LAAs.

**Congestion** – Supporting the continuing regeneration of Merseyside is a central objective of the LTP and LSPs. The growing economy is increasing the demand for travel and is supported by good transport links to jobs, which reduce inequalities. Our approach is to manage traffic growth and congestion to avoid damaging business competitiveness and impacts upon the health and well being of residents, particularly in terms of road safety and air quality, which affect key priorities of the LAAs. Following a period of sustained traffic growth, construction works in the City Centre have dampened increases in the last year. This is not expected to persist once the construction phase is complete. Projections are for 12% growth which is to be managed to 7% to avoid negative congestion impacts on City Centre business competitiveness. Using the planning process to manage traffic generation of new developments and improve their accessibility is crucial in this and supported by the development of the Supplementary

Planning Document on transport and access being developed by all Local Authorities. The new Road Network Management Duty and role of the traffic managers, the TravelWise programme and the Bus and Rail strategies are key to achieving a supportive environment for regeneration and avoiding the business costs of congestion.

**Road Safety** – Is already a strong factor in Local Area Agreements and one of the four priorities of the LTP. Improvements are being witnessed in all aspects of road safety although there are particular difficulties in Wirral where additional steps are being taken. Local safety schemes and traffic calming programmes are part of the approach to reduce casualties. The partnership with Merseyside Police has been particularly important in ensuring a fully integrated approach to engineering, education and enforcement approaches. The School Travel Plan programme of the LTP supports both safety objectives of LSPs and wider health and environmental goals for children and young people.

**Air Quality** – Protecting the health of Merseyside residents is an essential objective of LSPs and the LTP. Breaches of air quality standards in Liverpool have led to the designation of two Air Quality Management areas as a result of traffic pollution. While the temporary lull in traffic growth in the City Centre has kept exceedences of standards for traffic pollution down, this is not the case at the Rocket and further air quality problems have been identified across North Liverpool. Other areas, such as in Wirral, are approaching levels close to requiring designation.

**Accessibility** – Ensuring the transport network is accessible to all members of the community including workless residents, elderly and young people so they can reach the jobs and services they need is a core, statutory role of the LTP and central to LSP objectives. The Accessibility Strategy refers to a broader definition than describing the needs of disabled people and includes promoting social inclusion by tackling the accessibility problems faced by those in disadvantaged groups and areas such as costs of travel, availability of service and information. Partnerships (SAPS) to ensure integrated delivery have been established with all sectors although this approach could be improved with revised LAA partnerships. Improvements have been made to access to employment and education to date. Joint working with the health sector needs to continue to address this important area and the threats posed by reductions in bus services are considerable.

# Executive Summary



# Introduction

# Introduction

This report notes progress made in the first year of delivery (2006/07) of the Merseyside Local Transport Plan (LTP) 2006-11. It also sets out some of the key challenges and opportunities facing the LTP partnership (the five Local Authorities and Merseytravel) and wider stakeholders in the future.

The LTP is a statutory document, and sets out our proposals for a £230m transport investment and improvements programme in Merseyside over the next five years within the context of our Vision and longer-term strategy.

The Department for Transport (DfT) require us to review progress in July 2008. We have decided to produce this first year progress report to provide a context for possible changes to the way that transport is governed, directed and funded. In particular:-

- (i) The Government has published a draft Local Transport Bill proposing a number of possible changes to the way that transport is managed and governed at the local level;
- (ii) The Government have already signalled a commitment to allow large Metropolitan areas such as Merseyside to decide on the most appropriate levels of governance across a range of activities, including transport.

These proposals will be subject to widespread debate over the next twelve months.

## Working with our Local Strategic Partnerships

Of particular significance is the revision of Local Area Agreements (LAAs) for each local authority, and the inclusion within these of transport programmes and plans as they affect the local area.

In agreeing our LTP, we worked with a wide range of partners to ensure that the LTP is aligned with key local strategies such as the Liverpool City Region Development Plan, and Local Strategic Partnerships (LSPs) as well as the national and regional strategies, within which we have to deliver our plans.

We believe that the further integration of our transport proposals with the wider aims and objectives of the Local Authorities, as well as key partners such as Jobcentre Plus and the Primary Care Trusts, is to be welcomed, within the context of our continuing responsibility to meet the Government's national priorities and targets for transport.

The second LTP clearly sets out how our transport plans and proposals have been aligned with each of the Local Authorities existing priorities for their Local Strategic Partnerships (see Chapter Three of LTP). We have taken the opportunity in this first progress report to set out how our improvements to transport are having a tangible benefit in meeting LSP priorities, and in so doing how they can be further enhanced through the LAAs. This is set out in the second part of this report.

## What we are trying to achieve

Our vision for transport on Merseyside is:-

'a fully integrated safe transport network for Merseyside which supports economic and social regeneration and ensures good access for all, and which is operated to the highest standards to protect the environment and ensure quality of life'.

Our long-term strategy is to support the continuing economic development of Merseyside by managing for growth in travel demand to ensure the efficient movement of people and goods.

Our objective is 'to provide an integrated transport network that helps Merseyside grow and be a better place to live'. We will do this by:-

- (i) **Infrastructure** – Only building new facilities where they help achieve this.
- (ii) **Access** – Making sure everybody has a good chance to reach jobs, education, health care, shops and friends.
- (iii) **Manage demand** – Avoiding traffic congestion so it is easy for people and goods to move around.
- (iv) **Healthier communities** – Making sure transport does not damage people's health.
- (v) **Protect the environment** – Reducing traffic emissions, noise pollution and climate change contribution from transport.
- (vi) **Best use of existing resources** – Make the best use of what we already have.

## Shared Priorities

The LTP had to have particular regard to key priorities set out by DfT in agreement with the Local Government Association (LGA). These 'four shared priorities' are:-

- (i) **Congestion** – Manage the effects of road congestion caused by rising traffic levels. This has subsequently been expanded to include the delivery of the statutory Network Management Duty (NMD);
- (ii) **Air Quality** – Manage and improve air quality in those areas declared Air Quality Management Areas (AQMAs), as a result of exceeding air quality standards for emissions caused by traffic levels;
- (iii) **Road safety** – Reduce the numbers of people killed and seriously injured as a result of road traffic accidents; and
- (iv) **Accessibility** – Improve accessibility, particularly for people without access to a car, to key services and opportunities, such as employment, healthcare and education. The Accessibility Strategy refers to a broader definition than describing the needs of disabled people and includes promoting social inclusion by tackling the accessibility problems faced by people in disadvantaged groups and areas such as costs of travel, availability of service and information.

Alongside these 'shared priorities', we also had to take into account the need to:-

- (i) Ensure our existing transport assets are properly managed;

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- (ii) Make sure we make best and most efficient use of our existing resources; and
- (iii) Take account of local priorities.

On Merseyside, we paid particular attention to our responsibilities to addressing climate change and restating our commitment to ensuring as far as possible that our delivery takes full account of diversity and equality and aims for a fully accessible transport network.

The DfT have established 17 mandatory indicators with targets, to measure our progress; some of these were already in existence through the current Best Value monitoring regime. In addition, there are a further 24 locally determined indicators. Of these 41 indicators, the second LTP stated that there were 10 that should be regarded as Merseyside’s core indicators reflecting our locally determined priorities.

A summary of these mandatory, locally determined and core targets and indicators is set out at the end of this report. A number are shared targets with current LAAs. Figure 1 below illustrates the clear links between LTP and LSP objectives.

**Figure 1. Local Transport Plan/LAA Block Priorities**

LTP Shared Priority Aim	LAA Block / Theme	Shared Targets/Indicators
<b>Congestion</b>		
To provide a safe and efficient transport network that supports regeneration and seeks to minimise delay and disruption	<ul style="list-style-type: none"> <li>• Economic Development and Environment-Enterprise</li> <li>• Safer and Stronger Communities</li> <li>• Healthier Communities and Older People</li> </ul>	<ul style="list-style-type: none"> <li>• Congestion person delay</li> <li>• % network below threshold speed</li> <li>• Extent of peak spreading</li> <li>• HGV journey times</li> <li>• Changes in peak period traffic flows</li> <li>• Bus satisfaction</li> <li>• Public transport patronage</li> <li>• % new developments SPD</li> <li>• Changes in area wide traffic</li> <li>• Limit number of off street car parking spaces in Liverpool City Centre</li> <li>• Cost of using public transport / car travel</li> <li>• Road works coverage</li> </ul>

Road Safety		
To provide a safe and efficient highway network for all users, paying particular attention to the most vulnerable users	<ul style="list-style-type: none"> <li>• Safer and Stronger Communities</li> <li>• Children and Young People</li> <li>• Healthier Communities and Older People</li> </ul>	<ul style="list-style-type: none"> <li>• Total killed and seriously injured casualties</li> <li>• Child killed and seriously injured casualties</li> <li>• Total slight casualties</li> <li>• Street lighting</li> <li>• Physical activity indicator</li> <li>• Footway condition</li> <li>• Road condition</li> </ul>
Air Quality		
To manage demand for transport and the growth of traffic to limit poor air quality due to emissions from traffic	<ul style="list-style-type: none"> <li>• Healthier Communities and Older People</li> <li>• Safer and Stronger Communities</li> <li>• Economic Development and Environment</li> </ul>	<ul style="list-style-type: none"> <li>• Estimated transport related emissions</li> <li>• Pollutant concentrations within Air Quality Management Areas (AQMAs)</li> <li>• Vehicle mileage in the AQMA or area of exceedence</li> <li>• Environmental standard of bus fleet</li> <li>• Cycling indicator</li> <li>• Mode share journeys to school</li> <li>• Mode share indicators</li> <li>• Sustainable transport as final mode for air passengers</li> </ul>
Accessibility		
To promote social inclusion by overcoming those transport barriers which impact on an individuals ability to access job opportunities and the other essential services they need	<ul style="list-style-type: none"> <li>• Economic Development and Environment</li> <li>• Safer and Stronger Communities</li> <li>• Healthier Communities and Older People</li> <li>• Children and Young People</li> </ul>	<ul style="list-style-type: none"> <li>• % rural households with access to bus service</li> <li>• Number of accessible rail stations</li> <li>• Accessibility of pedestrian crossings</li> <li>• Bus based physical access</li> <li>• Accessibility of workless residents to employment locations</li> <li>• Accessibility of NEET group to post 16 education establishment</li> <li>• Crime/Fear of crime on and around public transport</li> </ul>

# Introduction



# Part One Reporting Progress

# Part One

## Overview of Achievements

In December 2006, Merseyside was awarded 'Excellent' status by the DfT for both the exceptional quality of our LTP 2006-11 and our successful delivery of LTP 2001-2006. We were the only Metropolitan area in the country to be so accredited. This status brings recognition of our overall approach to improving transport and, significantly, it also brought an increase in funding of 25%. Merseyside is also a Centre of Excellence for Local Transport Delivery.

In addition, the LTP Partnership gained national awards for the best TravelWise campaign, and an innovation award for the WorkWise initiative. Both of these are described in greater detail later.

In total Transport has brought £80.5m of investment into Merseyside in 2006/07. Merseyside was allocated £43m for investment in transport by DfT. This level of investment is significantly higher per head of population than any other metropolitan area. In addition, we received £10.3m to maintain our existing assets.

As a result of this investment, major improvements completed in 2006/07 included:-

- (a) £4 million regeneration and pedestrianisation of Chapel Street in Southport.
- (b) £7 million major upgrade of Church Street, Lord Street and Whitechapel in Liverpool City Centre.
- (c) £7m transformation of Bootle Town Centre (which also won the Walking and Public Realm category of the National Transport Awards in July 2007).
- (d) Construction of a new roundabout at Leasowe Road/Gardenside junction to reduce accidents in Wirral.
- (e) £8.4m bypass, improving safety, air quality and noise for the residents of Blackbrook and Haydock.
- (f) Completion of £2.5m junction improvements on the A580 East Lancs Road to aid regeneration and employment in Kirkby.
- (g) Extension of the WorkWise initiative across Merseyside, via Objective One funding.
- (h) Arrowe Park Road improvements including installation of Emergency Ambulance Selective Vehicle Detection, the first scheme of its type in the North West.

In addition the Partnership were successful in securing additional funding including:-

- (i) £3m of Objective One funding to enable a range of improvements to improving accessibility to jobs and education. This is described more fully below;
- (ii) securing an additional £40,000 from St Helens LEGI fund for WorkWise; and
- (iii) £173,000 additional funding for cycle training and national accreditation of the scheme;
- (iv) £700,000 in grants to help promote safe and healthy journeys to school as part of the School Travel Plans programme. There are 114 schools across Merseyside each receiving a windfall of up to £13,000. All the schools worked with their local authority as part of the Merseyside TravelWise campaign to develop a School

Travel Plan, setting out how they will improve transport provision for their pupils by promoting cycling, walking and public transport, and reducing car use.

A number of Major Schemes (over £5m) have started, been completed or are currently being progressed through the Regional Funding Allocation (RFA) programme and DfT Major Schemes process.

- Liverpool South Parkway eco-friendly transport hub replacing Garston and Allerton rail stations, and linking to local bus services and Liverpool John Airport, won community and National Station of the Year awards. The new interchange with park and ride and secure cycle storage opened in July 2006 and is proving extremely popular with usage at 5000 passengers per day being 50% above forecasts.
- Blackbrook Diversion highway opened in February 2007 and bypasses a section of the A58 in St Helens. It will improve environmental conditions and road safety, relieve local congestion, and benefit regeneration proposals.
- Switch Island Highway Improvements to the M57/M58/A5036/A59 junction are complete. They will reduce congestion, accidents, air and noise pollution and improve pedestrian and cycle facilities. This is a Highway Agency promoted scheme.
- Tarbock Interchange M62 Junction 6 Improvements. This scheme, in partnership with the Highways Agency, started in February 2007 to reduce congestion at the M62/M57 junction with consequent economic, safety and environmental benefits, Improvements will benefit road access to the Airport and the Port from the M62.

The following schemes have been approved in principle and are now being finalised for a start over the next two years.

- Hall Lane (Liverpool)
- Edge Lane West (Liverpool)

The following two schemes are being developed to meet DfT justification processes but have yet to receive Programme Entry approval.

- Bidston Moss Viaduct (Wirral)
- Thornton – Switch Island Link (Sefton)

# Part One

Figure 2 LTP Expenditure 2006-07

2006/07 LTP Expenditure			
LTP Objective	Programmed LTP Expenditure (£000)	Actual LTP Expenditure (£000)	Additional funding from External Sources (£000)
1. Supporting Regeneration	8,233	7,473	13,638
2. Accessibility & Social Inclusion	6,804	6,509	654
3. Managing Demand	7,651	8,437	6,164
4. Healthier Communities	6,059	6,078	2,407
5. Protect/Enhance the Environment	1,643	3,307	3,335
6. Use of Existing Resources	12,264	13,662	6,720
7. Advance Design & Studies	632	1,641	433
TOTAL	43,286	47,107	33,351

Total allocation from DfT for LTP works (ITB and Maintenance) = £43,286k

Total LA expenditure on LTP programme in 2006/07 = £47,107k

Other expenditure = £33,351k

TOTAL = £80,458k

These figures indicate that the Merseyside authorities spent their full transport allocation of almost £43.29m in 2006/07 and supplemented it with a further £3.82m of their own funding and £33.35m from external sources.

## The Impact of our Investment

We can report good progress against all the targets and indicators for which we have data, except our target for levels of bus patronage and rural accessibility.

There is a delay with some information, particularly data collected nationally.

Progress on the core indicators is set out below.

Merseyside Core Targets	Progress 2006/07
<b>Accessibility – to jobs and opportunities</b>	
• Access to jobs	Improved
• Access to education	Improved
<b>Road Safety</b>	
• Total Killed/Seriously Injured	Reduced
• Child Killed/Seriously Injured	Reduced
<b>Reducing Air Pollutants</b>	
• Concentration within Air Quality Management Areas	Worsening situation at M62/ Rocket Improved in City Centre
<b>Managing Traffic Growth</b>	
• Delays in traffic	Data not yet available from DfT
• Peak period flows to urban centres	Increases below target levels
• Mode share to school	Decreased use of car where travel plan in place
• Mode share indicators	Increase in rail, cycle and car use. Decrease in bus use.
• % New developments with SPD*	Not yet introduced.

\* SPD Supplementary Planning Document - Designed to introduce better provision for non-car use to new developments

# Part One



## Managing Congestion

Our long-term strategy is to support the continuing economic development of Merseyside by managing for growth in travel demand to ensure the efficient movement of people and goods. The Government wanted to see no increase in traffic within major cities, including Liverpool, during the lifetime of the LTP.

However, because of the effects of regeneration we are predicting a growth of 12% in traffic levels within the City Centre. We believe that this level of traffic growth would have severe impacts on the business efficiency of the City Centre, and have damaging environmental impacts on the World Heritage Site, particularly on air quality caused by traffic emissions.

Our LTP strategy is therefore to manage transport needs to cater for a growth in travel demand resulting from regeneration, but to plan for a 7% rise in traffic in the City Centre by 2011 and a 9% increase across Merseyside as a whole. To achieve this there are a number of integrated packages forming our congestion management strategy:-

**Network Management Duty (NMD)** – Each highway authority has appointed a Traffic Manager and the North West region managers meet regularly to share best practice and discuss cross-boundary issues. Liverpool has produced a draft Network Management Plan, as will each authority, to demonstrate compliance with the statutory Network Management Duty. A detailed report on progress in delivering the NMD will be required in the LTP Progress Report to DfT in July 2008.

It is intended to have an LTP indicator that will reflect the amount of time that roadworks affect Merseyside's main road network and restrict highway capacity.

**Better planning for new developments** – The Supplementary Planning Document (SPD) on Transport and Access will be an essential tool in minimising the impact of new development on the highway network. It is hoped that it can be adopted by all authorities by 2009. A pan Metropolitan approach will be unique to Merseyside.

**Travel to Work** is a key determinant of the numbers of car trips into the City and district Centres. The Travelwise programme looks to encourage the use of public transport, cycling, walking, and car sharing, particularly via its travel plan programme. The City Centre is particularly important in this regard. To date, 70 Merseyside businesses have adopted travel plans, (covering 130,000 employees), with a further 50 estimated to be in the planning phase. This has been helped by the increasing use of the planning system to secure travel plans for new developments. Organisations such as John Moores University are recording a 10% reduction in car use following the introduction of their travel plan.

**School Travel** – Up to 20% of peak hour congestion is associated with the school run. School travel plans are a key Government requirement with all schools expected to have a travel plan by 2010. To date the TravelWise programme has supported 52% of schools to have adopted School Travel Plans, with 11% working towards one. The result is that mode share is improving with around a 2% reduction in car use against a 5% increase in car use at schools without travel plans.

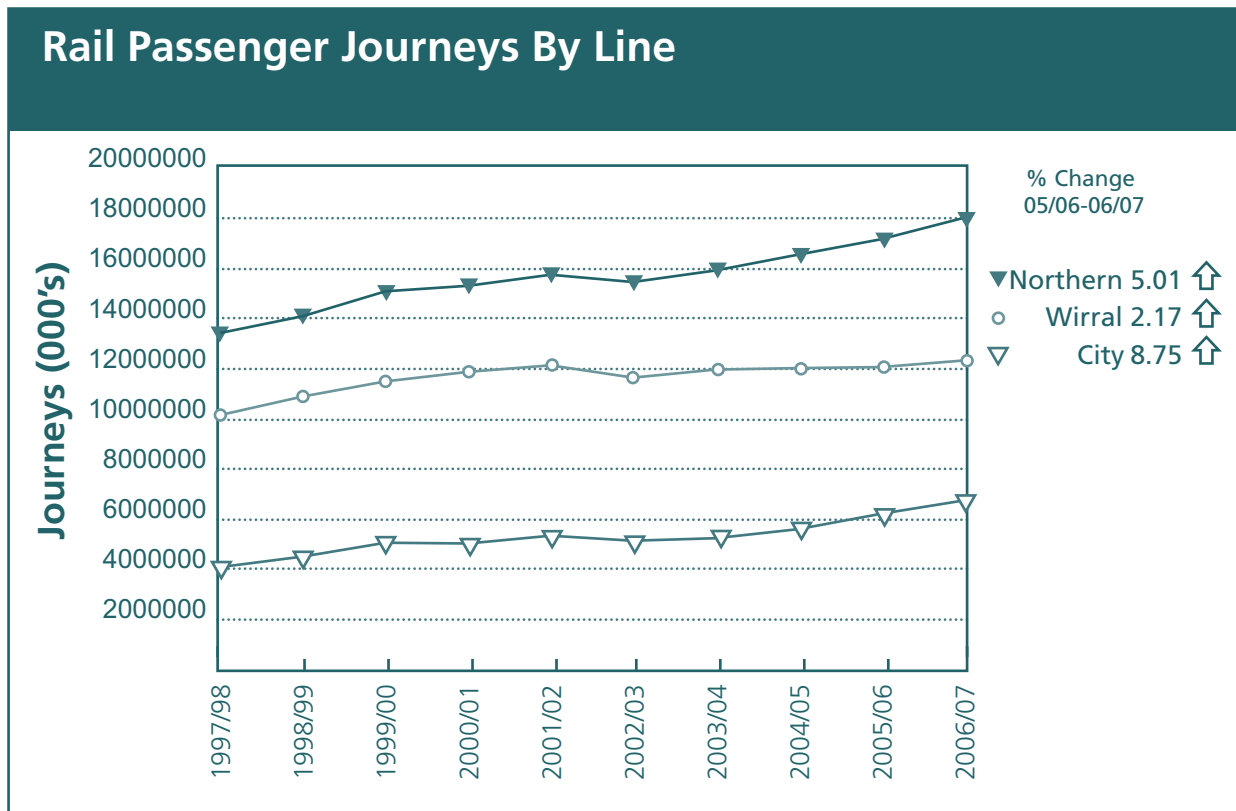
**Encouraging more use of public transport** – Encouraging more people to use public transport will have a positive impact on car travel into the City Centre and other centres. There was substantial investment in the fleet by the bus operators which has improved the quality of bus travel and reduced the average age of buses in Merseyside from 9.3 to 8.2 years, improved the percentage of low floor vehicles operating in Merseyside and the percentage of stops with near level boarding. It has also improved the environmental performance of the bus fleet. Bus punctuality has improved ahead of our target figure for 2006/07 and satisfaction with local bus services also increased ahead of target in line with a decline in the number of complaints about bus services.

Despite these improvements, the rate of decline in usage has been much more pronounced than expected (6.4% decrease against a targeted 1% decrease) and solutions are being sought through the implementation of Merseyside's Bus Strategy. The situation is serious and all partners are working together to ensure that the attractiveness of bus travel can be improved.

Rail offers a much more positive outcome, with an 8.5% patronage increase above the 2004/05 base to a figure of 37m passengers, which we were not anticipating before 2010/11.

# Part One

Figure 3 – Rail Passenger Journeys by Line

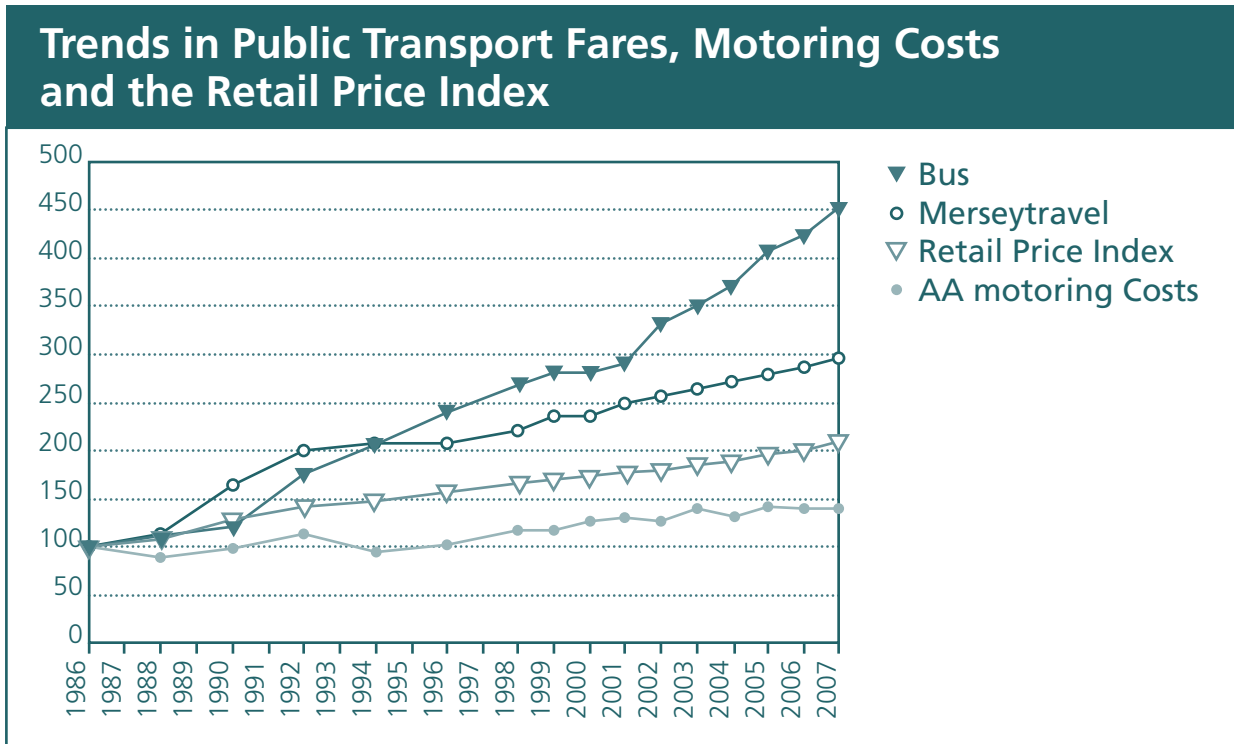


Park & Ride usage at rail stations is showing strong growth and is well ahead of projections, and work is on target to improve facilities (2 per year) and provide step-free access (1 improvement per year) at stations in Merseyside. Overall the following improvements were carried out on the Merseyrail network in 2006/07:-

- Access – Aigburth, Rainhill, Maghull, Birkdale Stations
- Park and Ride – Maghull, Birkdale, Kirkby, Lime Street short stay
- Bus Interchange – Brunswick Station
- New Station Building for St Helens Central started

The cost of bus and rail travel is still exceeding the cost of car travel, and this will continue to be a major barrier to making public transport competitive.

Figure 4 – Trends in Public Transport Fares, Motoring and the Retail Price Index



Crime, or more particularly the fear of crime, is estimated through the number of broken window incidents on public transport and the proportion of people who are discouraged from using public transport at night (L15). The first of these figures has shown slight deterioration from the base level in 2005/06 and will require close monitoring in future, via Merseytravel’s Travel Safe programme.

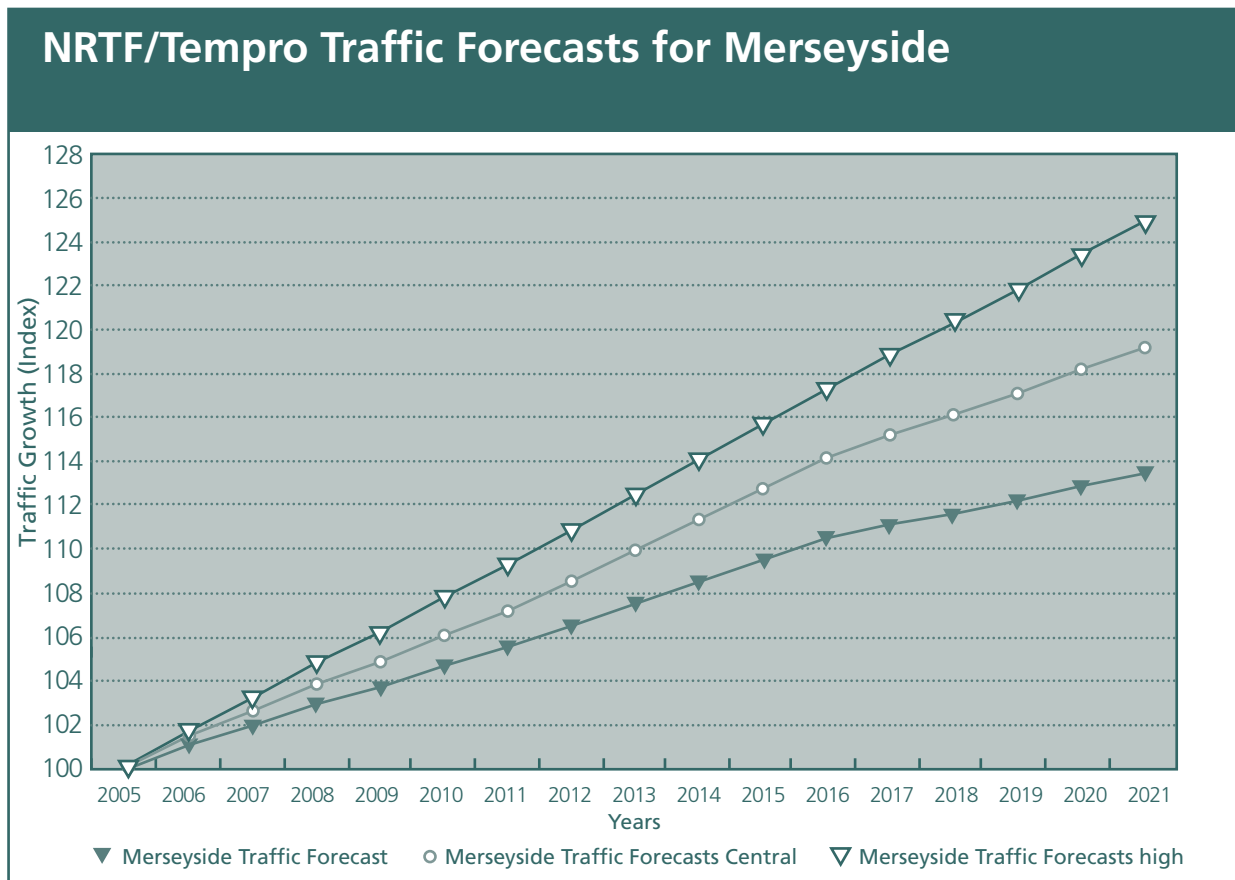
While the number of reports has gone up slightly this should be seen against a positive background of increased reporting and improving confidence among bus operators in the value of reporting. Interventions have seen a decrease in incidents of over 90% in one hotspot area. The proportion of those discouraged from public transport use at night has reduced.

### Overall impact on traffic growth

To date, the indicators for traffic growth both into the City Centre where we are planning for 7% increase and throughout the County where we forecast a 9% increase are within the projected limits that were set and most of the other associated indicators are ‘on track’. The data used to calculate the 2006 figure will come from the Department for Transport in autumn 2007 and progress against targets will be reassessed with this figure.

# Part One

Figure 5 – NRTF/Tempo traffic forecasts for Merseyside



Traffic into the City Centre during the morning peak was rising at an average rate of 1.6% per year before 2005 and LTP seeks to restrict this rate to 1.4% per year. The reduced road capacity resulting from the City Centre Movement Strategy (CCMS) and the Big Dig has restricted traffic growth in the morning peak to such an extent that traffic levels in 2007 have changed little from those in 2004. As the City Centre Movement Strategy and the Big Dig work finishes, traffic levels are likely to bounce back towards their earlier trajectory, but it is hoped that the measures outlined above will restrict growth.

Increasing congestion can be expected to have an impact on journey times. In consultation with the DfT, Journey Times are being measured on 11 target routes and the programme is the subject of a detailed delivery plan which has now been agreed by the Partnership and DfT.

Figure 6 – Congestion Corridors



Goods vehicle speeds in the off peak period appear to have improved over the base line set in 2003/04.

The current number of publicly available off-street car parking spaces in Liverpool City Centre in 2006/07 was 10,455, well below the 2003/04 base of 15,400 and well below the cap of 16,500.

# Part One



## Ensuring Good Air Quality

Continuing economic regeneration in Merseyside means that traffic levels will continue to grow over the period of the Plan. Overall vehicle emission levels are therefore likely to rise throughout the area. Nitrogen Dioxide (NO<sub>2</sub>) concentrations are affected by the amount and type of traffic flow and the speed at which it is travelling.

The congestion management proposals described above, are intended to manage a growth in traffic to 7% into the City Centre. Targets have also been set, in line with Government guidance, to reduce pollutants and traffic movements in Merseyside's declared Air Quality Management Areas (AQMAs). There are currently two of these at the M62/Rocket junction and the City Centre where air pollution exceeds national standards.

As noted, traffic levels in the City Centre have decreased slightly as a result of Big Dig and CCMS. This has had the effect of temporarily reducing the impacts of traffic emissions. This is not expected to continue once the work is completed. Traffic at the Rocket Junction, has also reduced as a result of the road works on Edge Lane. However, because of this, there has been an increase in standing traffic at the Rocket meaning that emission levels have not improved.



### Keeping Our Roads Safe

We have bettered all our LTP milestone targets during 2006/07.

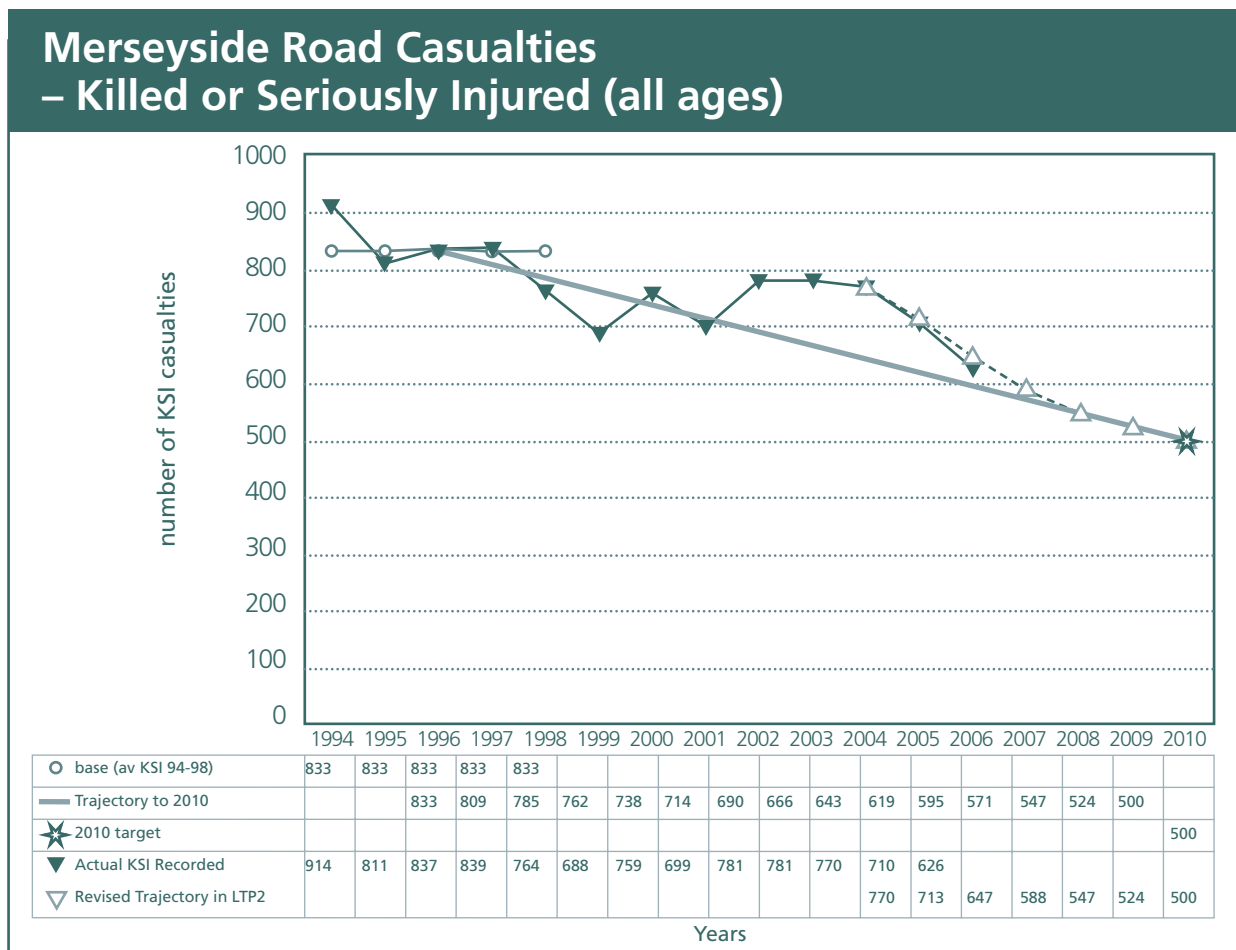
Increased enforcement activity throughout Merseyside by the Police has had a major impact in helping us meet our targets. This has been enhanced particularly in Liverpool North and more recently in Wirral by additional help from the force-wide Roads Policing Department.

Wirral is the only district seriously behind its individual milestone targets. Providing this can be addressed the whole of Merseyside will be on track for the remainder of the LTP should present levels of activity be sustained.

There has been a bonus from the new police strategy, as the overall percentage reduction in KSIs has been matched by a reduction in slight casualties. More research here is required to confirm the link.

# Part One

Figure 7 – Merseyside Road Casualties – Killed or Seriously Injured (all ages)





### Accessibility For All

There has been an improvement in accessibility for workless Merseyside residents due to the further expansion of Demand Responsive Transport (DRT), services across Merseyside. This followed a funding boost from the ERDF Objective 1 programme, which allowed 6 new DRT services to be introduced to compliment the existing Joblink network of DRT services.

However, there has been a series of significant changes to commercial bus services across Merseyside which have impacted on levels of accessibility to employment locations for workless residents. Bus operators are increasingly concentrating on a core network of routes and withdrawing from the more lightly used routes. These changes have, in some instances, required action by Merseytravel to fill gaps.

However, Merseytravel's funding for subsidised services to fill the gaps is under severe pressure and Merseytravel are undertaking a review of the supported bus network which may impact on levels of accessibility.

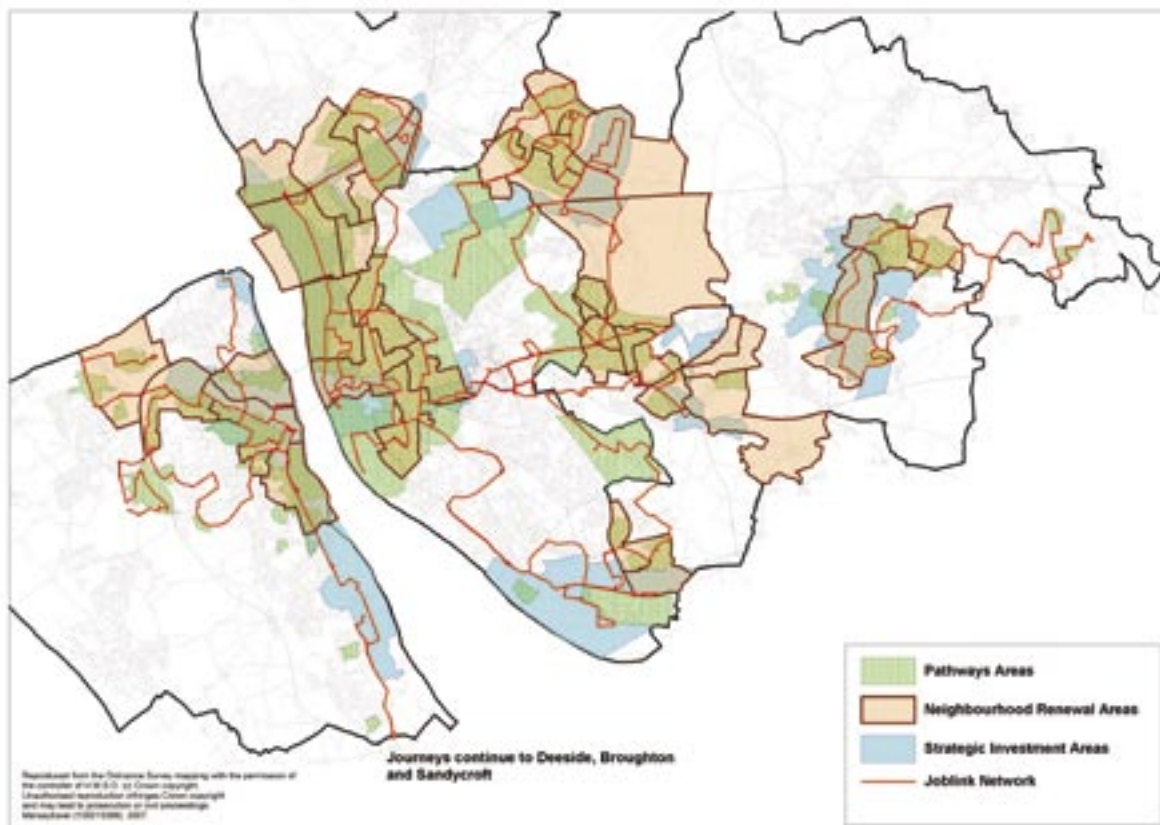
Commercial service changes have resulted in a loss of coverage in more rural areas and the rural accessibility indicator has dropped below the target of 95% for households in rural areas within 800m of an hourly or better bus service.

The role of the community transport sector and the expansion of Demand Responsive Transport services as part of the Merseyside Bus Strategy is important to improving rural accessibility. It is anticipated that these will be further developed over the next 18 months.

# Part One

Figure 8 – Joblink Network

## Accessibility For All



Positively, one of the consequences of changes introduced by commercial bus operators and Merseytravel over the last 12 months has been improvements in accessibility to many college sites. While this is to be welcomed, this could also be affected by further changes to the bus network.

At the same time, further improvements to increasing accessibility have been facilitated by the introduction of WorkWise and Neighbourhood Travel Co-ordinators funded via Objective One, and revised working arrangements with the Merseyside Community transport sector. These are discussed in greater detail later.



## Active Travel

### Walking

The Merseyside Pedestrian strategy has been produced and is currently out to consultation. This encompasses improvements to the physical environment for walking, including audits of the core pedestrian network, physical accessibility improvements in town and district centres and for links to public transport, safety improvements as well as marketing initiatives such as the successful Walk to School Merseyside campaign. With 27% of car driver trips less than 2km made by car the potential for walking to contribute to less congestion, better health and liveable communities is significant.

Elsewhere, there were significant improvements to the pedestrian environment in Liverpool City Centre, St Helens, Bootle and Southport. Work continued with the health sector on linking walking and increasing levels of health, and included the production of calorie maps produced for town centres across Merseyside, setting out the benefits of increased walking in health terms. In subsequent years we will be able to report on our physical activity indicator, using data supplied by Sport England.

### Rights of Way Improvement Plan, (RoWIP)

A detailed assessment of the public rights of way network and the needs and expectations of users and the public was completed. This information was used to develop the Statement of Actions proposed for the management of the Public Rights of Way network for the next 10 years. This process was in line with the statutory requirements (from DEFRA) in preparing a ROWIP. Work is now continuing to finalise the Plan, now out to consultation, and move towards delivery.

# Part One

## Cycling

There has been a 7.9% increase in cycle use from the April/May/June quarter in 2006. There has been a major initiative to train young people to cycle in collaboration with the Government's Cycling England campaign. A Cycle Training and Promotion Service has been set up and 8,000 training places offered, making the Merseyside scheme the biggest in the country. The Scheme is fully accredited and an accredited instructor training body established. 97% of students reach the required standard.



## Progress in Other Important Areas

### Maintenance and Lighting

The two Best Value indicators for Footway Condition and Unclassified Road Condition are both showing positive movement against the baseline figure and good progress against the LTP target.

Street Lighting is installed and maintained to address the twin issues of road casualty reduction and personal security. 28 new lighting schemes were installed in 2006/07 but equally important is the extensive programme of maintenance and column testing which is designed to identify unsafe columns and ensure they are replaced before they fail. There are 165,000 columns in Merseyside and they have a life of 30 years. This means we should be replacing over 5000 columns each year.

### Addressing Climate Change

We recognise the contribution that transport related emissions make to climate change and the need both to try and reduce emissions and to plan and provide for potential climate change in the future.

We have funded the Merseyside Atmospheric Emissions Inventory to provide estimates of the emissions of air pollutants, and estimates of carbon dioxide emissions. The latest update of the inventory indicates that transport on Merseyside is responsible for producing almost 1.7m tonnes of carbon dioxide per year, accounting for 39% of Merseyside's total emissions of CO<sub>2</sub>. Road traffic is estimated to be responsible for the bulk (93%) of the transport related emissions.

TravelWise and the promotion of public transport, walking and cycling, will not only contribute to managing congestion and improving health, but will also help to reduce emissions of greenhouse gases.

We have developed sustainable design guidelines and a sustainability appraisal to provide consideration of the potential impacts of climate change of our transport proposals.

The Merseyside Local Authorities have also been considering the development of carbon management plans, Sefton Council has adopted a Carbon Management Plan, and Wirral Council a Climate Change Strategy. Merseytravel continues to operate and develop its ISO14001 environmental management system.

### Communicating Our Work

As part of our commitment to ensure that we clearly communicate our plans and proposals and ensure that all stakeholders are aware of the main issues affecting transport, a new LTP Communications Strategy was adopted by the partnership. At the same time, the LTP website [www.TransportMerseyside.org](http://www.TransportMerseyside.org) was renewed and re-branded, and now includes an electronic newsletter, and the LTP and its TravelWise campaign were re-branded and campaigns were introduced to promote cycling, rail, car share, car clubs and walk to school. Awareness of TravelWise increased from 25% to 42% from late 2005-2006.

Over the course of the year a Crystal Marked Plain English summary of the LTP was produced, and four newsletters for stakeholders were circulated as a result of which 94% stated that they understand the aims of the LTP better. Building on this, two Merseyside briefings for professional stakeholders were also held.

As a result of this approach, the Merseyside LTP partnership was awarded best overall public sector organisation by the National TravelWise Association for the second year running and national Marketing award from Association of Commuter Transport.

# Part One



# Part Two

## Supporting the Local Strategic Partnerships

# Part Two

## Introduction

This part of the Merseyside Local Transport Partnership's Annual Report deals specifically with how our investment, and progress in meeting our commitments to the national transport priorities, has already provided significant benefits to the Local Strategic Partnerships (LSPs) and provides the framework for greater integration within the Local Area Agreements (LAAs).

Good transport links are vital to the economy and well being of Merseyside and in supporting regeneration. The LSPs and the incorporation of transport funding into LAAs from 2008, mean that it is important to ensure that the vital role transport plays in supporting LAA themes is recognised and maintained.

As already stated, the current LTP has been clearly aligned with the existing LSP priorities. The existing LAA 'blocks' relating to Safer and Stronger Communities, Healthy Communities and Older People, and Children and Young People, will continue as themes within the new LAAs, with the inclusion of Environment in Economic Development.



## Bus Improvements

The A58 in St Helens, one of Merseyside's designated congestion corridors, has benefited from a range of bus priority measures and recent improvements along West End Road contribute to this overall scheme to improve bus provision in the area and divert through traffic to the Blackbrook bypass. A range of bus friendly traffic calming measures were introduced to deter other traffic from using the route, kerbs and stops were aligned to ensure easy bus access and parking areas were formalised to prevent obstruction of the bus route. This scheme demonstrates the Integrated Corridor Management approach being implemented through the Merseyside Bus Strategy.

In many cases, transport improvements have multiple impacts on these themes; for example, better cycle training will not only make the roads safer it will also help people to take up cycling and stay healthy and may have particular benefits for older and younger people. Similarly, our Accessibility Strategy will help the economy and reduce inequalities by assisting people to travel to job opportunities, helping young people access education and training and making health facilities more accessible.



### The Accessibility Strategy

The Accessibility Strategy is a statutory part of the LTP. It provides the clearest linkages with the LSPs through a framework of action to provide better transport in support of many of the existing LSP priorities, and for the LAAs in the future.

The Strategy shows how in each of the Local Authority areas we will try and match transport with demand. This involves close collaborative working with a number of key partners including Jobcentre Plus, the Primary Care Trusts, and the education authorities.

Work so far has led to the establishment of Strategic Accessibility Partnerships (SAPs) around the themes of health, employment and education. In addition to this, further partnerships at a Merseyside level have been established with Housing Market Renewal teams in Liverpool, Sefton and Wirral and food advisors in each of the Primary Care Trusts across Merseyside. Each of these Partnerships include stakeholders with both policy development and delivery roles.

A series of joint action plans have been developed by each of the SAPs. These joint action plans set out a phased approach to addressing accessibility barriers to key opportunities and services for Merseyside's most disadvantaged communities over the lifetime of the LTP.

Working within the LAAs will increase our ability to deliver better transport, particularly for those most in need.

# Part Two



## Economic Development and Environment

Our long-term strategy is to support the continuing economic development of Merseyside by managing for growth in travel demand. We have set out above our plans to manage traffic growth and congestion. This is very important as congestion reduction is a high priority for the government and large increases in traffic are therefore likely to be unacceptable. Perhaps more importantly, congestion will begin to damage business efficiency and affect regeneration and have a real impact upon the health and well being of residents, particularly in terms of road safety and air quality which are key priorities for the LAAs. Working together the LTP partnership and the LSPs can find the right balance to ensure economic growth whilst avoiding the negative impacts of heavy traffic growth. In so doing we can have a major impact in supporting the other LAA priorities.

Much is going on in terms of keeping traffic flowing through the introduction of traffic management measures and better information such as roadside electronic signing. Such initiatives also have a major part to play in making our roads safer, free from pollution and easier for cyclists to use.



### City Centre Movement Strategy

The City Centre Movement Strategy (CCMS) is a £73 million package of works to provide a balanced and sustainable transport system that meets the needs of our changing City Centre. CCMS partners Liverpool City Council, Merseytravel and Liverpool Vision aim to create a world-class City Centre that is safe, attractive, accessible, clean, and one that balances the needs of cars, public transport, pedestrians and cyclists. Early CCMS schemes included Williamson Square; The Cavern Quarter; Covent Garden area; Hunter Street and Byrom Street; Renshaw Street and Berry Street. In 2006 schemes have been completed on Tithebarn Street, Skelhorne Street and Hope Street. Schemes on site include work on The Strand, and Church Street and Lord Street, Whitechapel and Lime Street.

### Linking Jobs with People

A particular priority for the LTP is to support the economy and regeneration by ensuring that lack of transport does not produce barriers preventing people accessing jobs, education and health care and other life opportunities such as recreation, culture and leisure.

Merseytravel on behalf of the LTP Partnership successfully bid for £3m of Objective 1 funding to support measures within the Accessibility Strategy. A number of key projects are being delivered, under the 'Let's Get Moving' banner.

# Part Two

## **WorkWise Merseyside**

This initiative is designed to remove transport as a barrier for people taking up opportunities of employment, education or training. In addition to the Objective 1 funding, Local Economic Growth Initiative funding has been secured through working with the St Helens Chamber of Commerce and Starting Point to cover the whole of St Helens District.

WorkWise Merseyside was established in January 2007, and builds on a successful Mersey Dee Alliance pilot in Wirral, Chester and Ellesmere Port. Key WorkWise Schemes include:-

- Up to a month's free public transport travel for residents of target areas travelling to interviews, training or employment.
- WorkWise Wheels – up to six months' loan of a bicycle, equipment and training for eligible residents.
- Scooter Commuter – up to six months' loan of a scooter complete with training, insurance and personal protective equipment.
- A series of site specific 'How to get to Guides' to provide detailed information on how to access sites of employment and education.

A key part of the Scooter Commuter scheme is to address road safety targets in regard to accidents involving powered two wheeler users. Through working with the 'BikeSafe' team training has been devised specifically aimed at scooter riders and increasing their road hazard awareness.

WorkWise Merseyside has the full support of key stakeholder agencies such as Jobcentre Plus. The project aims to assist nearly 3000 residents. It is being delivered at the local level through the community and voluntary sector that has the skills and local knowledge required for successful delivery, with the support of the LTP partnership.



### WorkWise

#### Help into Employment

Chris had been unemployed since returning home from Ireland six months ago. He found short-term work at a building site in Liverpool City Centre but could not afford the bus fare from Wallasey where he was living.

His Job Centre Plus advisor told him about the WorkWise TravelCard. As Chris's job was only for a week, initially on trial, he was issued with a week's bus pass. By the fourth day of his week he was offered a permanent job. Chris received the remainder of the month's travel pass he was entitled to which took him up to his payday. After payday Chris could pay his own fare.

#### Terry

When Terry's employment contract came to an end he registered for Job Seekers Allowance. His landlord did not allow JSA tenants but offered him a period of grace in which to find another job. Terry came to WorkWise and was issued with a free one month travel pass. He has now secured a job in Liverpool City Centre as a Help Desk Adviser and has registered for the WorkWise Wheels scheme enabling him to continue to travel from his home in Toxteth to his new job for the next six months, during which time he will be encouraged to save to buy a bicycle of his own.

Terry said, "When I became unemployed I was keen to get straight back to work, but money was really tight and even getting to interviews was a real struggle. The help and advice that WorkWise provided means that I am now back on my feet again."

# Part Two

## **The Neighbourhood Travel Teams (NTTs)**

Neighbourhood Travel Teams in each authority provide free, face to face personalised journey planning and transport advice surgeries in community locations to assist people who would normally not seek transport information or who are unable to access information through mainstream provision. Providing travel surgeries at Jobcentres, community centres, colleges, recruitment fairs and other community events all serve to raise awareness of the transport services and the support available to help people take up new and existing training and employment opportunities.

The Wirral NTT has assisted 1000 residents in overcoming their transport barriers and has supported individuals to broaden their travel horizons and to make informed choices about what training and employment options are available to them. It is anticipated that the NTTs will assist 9,800 residents over the lifetime of the project.

## **New Bus Services**

In December 2006, Merseytravel introduced a network of new Demand Responsive Transport (DRT) services to compliment the existing network of Joblink services to fill the gaps not met by the conventional bus network particularly for reaching employment opportunities. At a total cost of £1.4m, Dial-a-Link provides 6 services on a wholly DRT basis and since its inception in December there has been a total of 3,851 passenger journeys.

The Merseyside Communities on the Move project is designed to build capacity and capabilities within the Merseyside community transport sector, to be used for the benefit of socially excluded communities. To further support the Community and Voluntary sector, the LTP Partnership offers funding to implement innovative solutions that improve accessibility to key goods and services. During 2006/07, £131,000 was allocated to seven projects from across Merseyside. The grants awarded ranged from £9,000 up to £25,000.

We are also keen to develop new bus services in partnership with stakeholders, to improve accessibility to opportunities. For example, in St Helens, the St Helens Chamber of Commerce has entered into a partnership with Arriva to provide new bus links to Haydock Industrial Estate to significantly improve access to this key employment location which was struggling with the recruitment and then retention of staff due to poor transport links. The new 920 service was introduced in February 2007.



### Making Efficient Use of the Transport Network

#### Liverpool JMU Travel Plan

On average 250 fewer staff are driving to work at Liverpool John Moores University, LJMU, thanks to the success of their Travel Plan. In 2005, 50% of the 2,500 staff drove their cars to work every day, now 40% do so with increases in staff using public transport, walking and car sharing. The LJMU Travel Plan was developed following extensive research into existing travel patterns of both staff and students. TravelWise have worked with LJMU throughout the process and in 2005 the University received a £10,000 grant from TravelWise to develop their Travel Plan initiatives.

The major shift has been thanks to schemes like the creation of a car share database, increasing free bike and public transport ticket loans, a new car park management system, leaflets explaining how to get to LJMU sites without using a car, and even providing umbrellas for staff to walk between buildings.

There has also been a drop in the number of students using a car on their own and an increase in the number car sharing, cycling and walking.

Sally Gannon, LJMU Travel Plan Co-ordinator, explains: "All our Travel Plan initiatives have been publicised on our website and in our staff magazine which has really helped to get the message across...and we intend to continue our aim to encourage our staff and students to use sustainable transport and reduce the number of single occupant car journeys."

# Part Two



## Safer and Stronger Communities

### TravelWise

Our TravelWise programme engages with people to encourage greater use of sustainable transport. By working with more than 70 businesses on site specific Travel Plans the programme addresses both congestion impacts of regeneration and access to employment.

### Inclusive Transport

Underpinning our approach to developing the Accessibility Strategy is the belief that the transport system has to be accessible to all members of the community and that everyone has equal access to transport resources, irrespective of race, gender, religion, faith, sexuality or disability. To support this agenda we have undertaken an equality and diversity audit of the LTP. The audit involved mapping LTP policies against key national, regional and local policies and making recommendations on the appropriate way forward over the next five years in the form of a hierarchy of priority actions to be fed into the LTP and delivered by the Accessibility Strategy.

In early 2007, Merseytravel launched a DVD in four languages; English, Arabic, Chinese and Somali which offers people from minority communities information concerning concessionary passes, which provide free travel for certain groups.

Merseytravel are also developing engagement through the Merseyside Council of Faiths to increase access to public transport by working to remove barriers which diverse communities experience in relation to the transport network.



### Sefton Town Centre Schemes Success

The transformation of Bootle Town Centre has won the Walking and Public Realm category of the National Transport Awards. The £7m three-year improvement project included wider pavements, new pedestrian crossings, junction works, public art and banners, 140 new trees, and the creation of a new garden area and was aimed at creating a safer environment for pedestrians and cyclists while improving access to public transport links. The project was funded by Sefton Council, the European Regional Development Fund, Merseyside Local Transport Plan, Single Regeneration Budget, North West Development Agency, Merseytravel and the Neighbourhood Renewal Fund.

Another outstanding public realm scheme in Sefton is the £4m improvements to Chapel Street in Southport, funded by the Merseyside Local Transport Plan, Merseytravel and the European Regional Development Fund, and has transformed a busy road into a fully pedestrianised street between London Road and Eastbank Street.

### Safer Roads

Increasing traffic on the roads could have a major impact on the numbers of people killed or seriously injured on our roads. In many cases it is young people in our most disadvantaged communities that are most at risk. Road accidents clearly have an impact on the health of our communities, and affect the health service that needs to be provided.

# Part Two

The benefits of speed reduction for both road casualty reduction and the encouragement of walking and cycling are therefore extremely important. The LTP Partnership Road Safety Planning Group and Active Travel Group are exploring the areas in which their activities can be combined to assist with the delivery of safer cycling and walking routes. This will have the joint benefit of encouraging more people to cycle and walk without increasing road casualties.

Initially, efforts are being directed to improving conditions which encourage safer walking and cycling trips. Traffic calming work is a significant element in the LTP programme and is valuable in this respect. Each Local Authority is compiling a comprehensive map of Traffic Calmed areas. There is a continuous programme of investment to create traffic calmed areas and Local Safety schemes in all areas of Merseyside. In 2006/07, 36 speed reduction and traffic calming measures were introduced.



## Knowsley Beacon

Knowsley became one of only six Local Authorities to gain a Beacon Award for Road Safety in 2006, the only Metropolitan Borough in the country to do so. The award recognised outstanding success in reducing serious casualties and fatalities on the road by 31% in total and by 47% for children aged 15 and below. Knowsley's innovative Training and Assessment programme for child pedestrians includes a roadside assessment for children and engages parents and carers. The scheme results in a 30% reduction in children performing poorly in the roadside assessments.

These prioritise areas of safety concern and of deprivation where a disproportionate impact of traffic accidents is recorded. Other aspects of the Speed Management Strategy are being programmed, including comprehensive enforcement strategy and review of Speed Limits.

As noted in Part One of this report, we have bettered all of our LTP milestone targets during 2006. We are now convinced that fixed speed cameras, although a valuable part of our enforcement package need to be supported by human policing. The Chief Constable has been doing all that he can to increase enforcement in a way that can be sustained. This ties in very well with his concept of total policing of the whole highway network, not just hotspots. We need to examine how this might operate with maximum efficiency for the future.

A continuation of effective enforcement by the Police, as described above, should allow improvements due to engineering measures and education linked to other initiatives such as safe travel to school and cycle training to play a major part in reducing accidents in the future.

Street lighting has an important role to play in making communities feel safer and reducing casualties. Alongside the installation of 28 new lighting schemes in 2006/07 is an extensive maintenance inspection and replacement programme.

# Part Two



## Healthy Communities and Older People

### Accessing Health Care

We have already noted how the impacts of transport can have a real impact on the quality of life and the health of the community. Older people can be particularly vulnerable and in many cases will not have direct access to a car, meaning that they will have particular demands in accessing vital services. We are committed to contributing to healthy communities and addressing the access needs of older people. Access to health, leisure and food is currently an indicator within St Helens LAA.

### Accessible Public Transport

Ensuring that the public transport network is easily accessible for people with mobility difficulties is a key commitment of the LTP and assists older people, disabled people and those travelling with young children. The LTP contains a rolling programme to install raised kerbs at bus stops, dropped kerbs at crossing points and wider access improvements such as tactile paving.

This year access improvements have been completed to improve bus stop facilities in the City Centre at Skelhorne Street, Hanover Street, Kings Dock, the Strand, Hope Street and Brunswick Station Bus Interchange. Outside the City Centre, schemes have been completed at Durning Road/Tunnel Road and along Edge Lane and College Road.

'Access for all' schemes have taken place to improve station accessibility at Rainhill Station Interchange and Hooton Station and Merseytravel are working with Department for Transport and Network Rail on a Step Free Access programme for Sandhills, Fazakerley, Waterloo and Liverpool Central Stations.

Improving access to a healthy diet can also contribute towards promoting healthy communities. With Heart of Mersey we have established a food group to take forward improving access to fresh food.



### Better Access to Healthcare in Liverpool

Liverpool Primary Care Trust (PCT) have incorporated Accessibility Planning into the framework for the future delivery of healthcare in Liverpool and are using accessibility planning as a key determinant for locating new health facilities.

The Highways Management Department at Liverpool City Council carried out an accessibility audit of existing healthcare facilities in Liverpool to determine those most accessible for future healthcare development. By providing facilities at these most accessible locations, Liverpool PCT will be able to ensure that patients/residents are within easy walking distance (less than 15 minutes) of modern healthcare facilities with enhanced services. We are continuing to work with the PCT over transport and local accessibility issues.

### Staying Healthy

The encouragement of cycling and walking not only helps to reduce traffic levels but will help increase the fitness of the community and address important issues such as obesity. Encouragement for cycling this year included the creation of cycle routes, safety enhancements at junctions and the production of the first cycle maps for St Helens, Sefton and an updated Wirral map. Through our TravelWise partnership we have achieved a 7.9% increase in cycle use from the April/May/June quarter in 2006.

# Part Two



## Access to Health Care

In conjunction with the Wirral NTT we ran a small pilot scheme at Arrowe Park Hospital offering tailored transport advice to staff, out patient clinics and hospital visitors. The scheme ran during January and February 2007 and offered sustainable transport advice to 128 people. Comments received included:-

"I find that just by talking for a few minutes to your co-ordinators it has made me feel easier about travelling on public transport. I shall be 81 this year and so really do appreciate your help – thank you!"

"My husband has been stopped from driving for a year due to epilepsy. Sometimes due to my MS and asthma I am not able to drive. This service is excellent!"

Liverpool City Council worked with Knowsley Council to install a cross boundary cycle route, with traffic calming linking residential areas with Broad Green Hospital. Links to hospitals have also been improved in Wirral with a connecting cycle route from Saughall Massie to Arrowe Park and a route linking residential areas with Clatterbridge Hospital, schools, employment sites and public transport completed. In St Helens, planning for a new cycle route (Sustrans Regional Route 82) has been based around providing links to areas of poor health.

Increasing walking has significant potential to improve health and through our TravelWise programme we have produced Calorie Maps for the City Centre and other Town Centres across Merseyside with consistently positive feedback from users regarding an increase in walking habits since using the maps. Our Pedestrian Strategy was developed further, for consultation in autumn 2007 and pedestrianisation schemes were completed in Liverpool, Southport and Bootle. An accessibility audit of Liverpool City Centre has been conducted to highlight improvements which would assist disabled people.



### Access to Fresh Food

#### Playground market reduces the need to travel

Parents, pupils and staff at Eastway Primary School in Moreton now get their hands on fresh fruit and vegetables at their very own playground market - without having to drive to the supermarket.

The market scheme was organised by Wirral Council and Wirral Primary Care Trust and is funded by the Merseyside Local Transport Plan Partnership to improve access to good food and reduce the need to travel for shopping. The market offers fruit, vegetable or salad bags, each costing £2.50.

# Part Two



## Children and Young People

### School Travel

Transport has a large impact on the quality of life of children and young people and the LTP delivers a range of programmes to ensure that their needs are met and that positive travel behaviours are encouraged. School Travel Plans address safety, environmental, health and social objectives for LSPs and the Merseyside programme is developing extremely well.

We are committed to continuing and expanding the School Travel Plan programme to engage with all schools by 2010 and to bring about more sustainable travel patterns for these journeys. Increasing the use of sustainable modes for journeys to school will not only have an impact on localised congestion but will assist other policy areas such as road safety and the 'Choosing Health' agenda in tackling levels of health and obesity.

Work with secondary schools will increase in coming years as the need to address flexible learning pathways increases. The School Travel Plan programme is also integrated with the Merseyside Bus Strategy and we will be working to ensure that use of the most sustainable travel choice is maximised so that planning school bus services is supported by engagement with the travel plan processes.



### School Travel

Only one pupil at Calderstones School cycled to school regularly last year – now 150 of them are learning to cycle safely thanks to a TravelWise cycle training scheme.

A survey, carried out to help develop the school's new Travel Plan in November 2006, revealed that although only one of the 1,506 Calderstones pupils was taking the healthy option of cycling to school, 200 students said they would like to cycle if there was somewhere safe and sheltered to store their bikes.

Deputy Head teacher Glenn Wright explained: "We are happy to encourage our pupils to cycle into school provided they do it safely so we have said all pupils who cycle must first complete a cycle training course. This free training has provided the ideal opportunity and we have identified areas in the school grounds to install secure bike storage shelters. We are also buying 10 bikes so pupils who don't have bikes of their own can take part. The pupils are really enjoying the training and we are trying to manage the demand for it as it's proving very popular!"

The free training will bring the pupils up to a National Standard Level over five weeks so they can safely and confidently ride to school every day, and with growing childhood obesity levels cycling is an excellent way stay fit and healthy.

The funding for the Calderstones training is part of the Liverpool Active Cities Neighbourhood Renewal Funding to increase physical activity and the successful approach taken in Calderstones is now being rolled out at secondary schools across Merseyside in 2007/08.

# Part Two

## **Cycle Training**

We have identified that provision of high quality cycle training has a significant role to play in achieving more cycling more safely. This has the potential to make a significant contribution to LSP objectives for young people both in increasing safety, physical activity and accessibility. In order to expand the quantity of cycle training being delivered and to deliver the new National Standard levels of training, the partners have worked collectively to establish a new Merseyside Cycle Training and Promotion Service in partnership with the Community Interest Company 'Cycling Solutions'.

Launched in March 2006 the scheme trained 8000 primary school pupils in its first year with adult and teenage programmes piloted in Liverpool. The scheme is designed to help meet objectives for transport, road safety, health and the environment and also deliver benefits such as social inclusion, local economic regeneration and sustainable communities.

## **The Education and Inspections Act**

The Act has brought a wide range of requirements into effect which the LTP Partnership have worked more closely alongside LEA colleagues in order to address effectively. Consequently revised school travel strategies have been developed by all 6 partner authorities setting out comprehensive approaches to increasing sustainable travel, improving access and communicating travel options to parents.

## **Educational resources**

Merseytravel and Mersey Ferries have developed a Vocational Education Pack for Key Stage 4 – 'Promoting Business and Enterprise Education'. The pack called 'Insider Merseytravel' is a vocational educational pack supporting Business Studies and Leisure Studies for the 14-16 age range. It provides two case studies, a public business organisation and an important tourist attraction.



# Appendix

## LTP Performance

### Indicators 2006/07

# Appendix – LTP Performance Indicators 2006/07

No.	Indicator	Baseline Data	2006/07 Performance	2006/7 - Interim Target (trajectory)	LTP2 Final Target	Progress - On track/ not on track (or not applicable)?	Notes/Comments
LTP1	National Accessibility Indicators - See local PI13 and 14 for local accessibility indicators with targets				N/a. Monitoring only	n/a	
LTP2	Change in area wide road traffic	2004 Index base = 100	101 (2005)	103.2	9.2% growth to 2010/11	y	2005 figure - 2006 figure not yet available from DfT
LTP3	Cycling - Index of usage	2005/06 Index base = 100	107.9*	101	10% increase by 2010/11	y	* Higher return than anticipated. New data capture instigated in 2006 means that this year's change has been calculated on only 1/3 of a year's comparable data. More reliable data will be available once full year's comparable data has been collected.
LTP4	Mode Share of Journeys to School	2006 school census = 29.9% by car Car Share = 2.9% Public Transport = 18.8% Walking = 47% Cycling = 1.1% Other = 0.3%	See Baseline		1.1% reduction in mode share of travel to school by car by 2010/11	n/a	2010/11 Target = 28.1% by car Car Share = 2.8% Public Transport = 19.1% Walking = 47.1% Cycling = 1.6% Other = 1.2%

LTP5	Bus Punctuality	2005/06 Start Points & Mid Routes (avg.) = 72.5%	78.52%	73%	90% by 2012/13. (trajectory varying by measure point)	y	DfT Mandatory Proforma 2006/07 requested full breakdown of all collected data: % of buses starting route on time = 78.18 % of buses on time at intermediate turning points = 78.85 % of buses on time at non-timing points = 64 Average excess waiting time on frequent service routes = 1.28
LTP6	Changes in peak period traffic flows to Liverpool City Centre (7-10am)	2005/06 Index base = 100	97.6	102	7% growth to 2010/11	y	The baseline is an adjusted figure due to the extensive 'Big Dig' programme of road works affecting 2005/06 figures.
LTP7	Congestion (Person Delay)				As provided via separate work prog	n/a	
LTP8	Pollutant concentrations within Air Quality Management Areas (AQMA's) See also PI's 16/17/18	2004/05 Aqma 1 (Bus) = 59.73 Aqma 1 (Car) = 56.33 Aqma 2 = 45.6	July 2006 to May 2007 AQMA1 (bus) = 44.61 AQMA1 (car) = 37.00 AQMA2 = 46.09	1 bus = 59.73 1 car = 56.33 2 = 45.6	28%, 13% and 10% reductions in emissions at receptor sites in AQMA's by 2010/11.	n/a	Data is for ten months only.
BVPI102	Public transport patronage (Bus, Rail)	2004/05 Bus = 164.3 Rail = 34.1	Bus = 153.8 m Rail = 37.0m	Bus = 162.8 Rail = 35.0	Bus: 1% growth to 2010/11 Rail: 7.9% growth to 2010/11	n/y	Rail on track. Bus not on track.

# Appendix – LTP Performance Indicators 2006/07

BVPI104	Satisfaction with local bus services.	2003/04 = 61%	64.30%	63%	65% by 2009/10.	y	
BVPI99 (x)	Total killed and seriously injured casualties.	1994 - 1998 = 833	626	2006 = 647 +/- 83	40% reduction by 2010	y	
BVPI99 (y)	Child killed and seriously injured casualties.	1994 - 1998 = 197 +/- 34	107	2006 = 120 +/-34	55% reduction by 2010	y	
BVPI99 (z)	Total slight casualties.	1994 - 1998 = 7069	5845	2007 = 7069	no change in absolute no's to 2010	y	
BVPI187	Footway condition.	2005/06 K - 30% L - 37% S - 19% StH - 20% W - 23% Merseyside – 26.54%	K - 15% L - 24% S - 16% StH - 9% W - 25% Merseyside – 19.13%	K - 29%, L - 35%, S - 19%, StH - 19%, W - 22% Merseyside – 25.42%	K - 25%, L - 29%, S - 17%, StH - 15%, W - 18% Merseyside – 21.27%	y	
BVPI223 (96)	Principal Road condition.		K - 3% L - 17% S - 10% StH - 10% W - 17% Merseyside – 12.8%		N/a. See BVPI223 summary for explanation.	n/a	
BVPI224a (97a)	Non-Principal Classified Road condition.		K - 6% L - 13% S - 15% StH - 15% W - 17% Merseyside – 13.72%		N/a. See BVPI224a summary for explanation.	n/a	

BVPI224b (97b)	Unclassified Road condition.	2005/06 K - 8% L - 11% S - 11% StH - 12% W - 10% Merseyside – 10.61%	K - 10% L - 8% S - 10% StH - 10% W - 7% Merseyside – 8.72%	K - 7%, L - 10%, S - 11%, StH - 11%, W - 8% Merseyside – 9.59%	K - 5%, L - 9%, S - 9%, StH - 8%, W - 4% Merseyside – 7.26%	y	
<b>CONGESTION</b> group led indicators							
1	Sustainable transport as the final mode for air passengers	2005/06 = 10%	27%*** (interim survey undertaken in winter so not directly comparable)	11% nominal	12% - 08/09, 14% 10/11	n/a	Baseline surveys completed in late Summer 2005. Interim surveys completed in November 2006 so not directly comparable, future years data will be contemporaneous
2	HGV journey times on designated freight routes	2003/04 IP = 49kmh	51kmh (2005/06)	47.4	JT's capped at 1/3rd of increase in traffic levels	y	Re-based as part of 2007 APR using DfT re-issued ITIS data covering 2003/04 period onwards
3	Limit current number of car parking spaces available in Liverpool City Centre	2003/04 = 15,400	10,455	16,500	16,500 public off street cap	y	
4	% of network below threshold speeds during peak periods				N/a. Monitoring only	n/a	DfT compiling data for this indicator - yet to supply
5	Extent of peak spreading				N/a. Monitoring only	n/a	DfT compiling data for this indicator - yet to supply

# Appendix – LTP Performance Indicators 2006/07

6	Roadworks coverage and impacts										Problems with establishing a common system for reporting have delayed reporting on this indicator.
7	Park and Ride - usage	2006 = 3980	4280 (7.5% increase)	5%	35% increase by 2010/11	y					
<b>ACCESSIBILITY</b> group led indicators											
8	Number % of rural households within 800m of an hourly or better bus service	2003/04 = 97%	93%	97%	Minimum 95% standard to be maintained through LTP2 period	n					
9	Number of rail stations upgraded to meet preset standards for a) facilities b) access	2005/06 a) 22 b) 43	a) 24 b) 44	a) 24 b) 44	a) 15 b) 5 ...by 2010/11	y					a) we have completed work on 2 additional stations. b) we have completed step-free access at 1 additional station.
10	BV165 (accessibility of pedestrian crossings)	2005/06 K - 55%, L - 55%, S - 74%, StH - 54%, W - 14.6%	K - 60%, L - 61.2%, S - 80%, StH - 97%, W - 24.4%	K - 65%, L - 60%, S - 74.5%, StH - 97%, W - 25%	K - 100%, L - 80%, S - 85%, StH - 100%, W - 96% by 2010/11	y					Method of calculation changed, definition of 'accessible crossings' changed. Targets have been revised. (Also - Wirral previously reported 25.8% as 2005/06 figure)
11	Bus based Physical access a) % low floor vehicles b) infrastructure - % near level boarding via access kerbs	2005 a) 34.7% b) 12%	a) 57% b) 13.4%	a) 61% b) 14%	a) 88% by 2010/11 (base 35%) b) 32% by 2010/11 (base 12%)	y					
12	Affordability - Index of transport usage costs		See Chart		N/a. Monitoring only	n/a					

13	Accessibility - Economic impact: Accessibility of workless residents to employment location	2003/04 = 76%	79%	76.5	Average 1% p.a. improvement target developed with JCP.	y	Definition of 'public transport' does not include walking and cycling
14	Accessibility - Education: % NEET group to access post 16 establishment	2005/06 = 78%	81%	78.5%	Average 1% p.a. improvement target developed with LSC.	y	Includes bus, train, walk, cycle.
15	Crime / fear of crime on and around public transport a) Number of broken window incidents recorded on public transport; b) Proportion of people who are discouraged from PT use at night	2005/06 a) 148 b) 35.8%	a) 166.75 b) 30.3%		N/a. Monitoring only	n/a	a) 2005/06 Baseline previously reported as 148. NB: Indicator is recording in the context of a rising opportunity for reporting. b) Revised Baseline return due to technical revisions to survey questions.
QUALITY AIR/ LIFE group led indicators							

# Appendix – LTP Performance Indicators 2006/07

16	Estimated transport related emissions (tonnes/year) of CO, nitrogen oxides & particulate matter	<p>Pollutant emissions 2004</p> <p>NOx - 8,691.38 (49.29%)</p> <p>NO2 - 870.35 (49.32%)</p> <p>PM10 - 347.88 (20.67%)</p> <p>CO - 23,475.56 (77.09%)</p> <p>CO2 - 1,694,991 (38.78%)</p> <p>GWP total 2004 CO2 Equivalent - 1,725,414 (37.54%)</p>	n/a	N/a. Monitoring only	n/a	<p>BASELINE DATA SET. GWP refers to global warming potential as carbon dioxide equivalent of emissions of the 'basket' greenhouse gases: carbon dioxide, methane, nitrous oxide, HFC, PFC, SF6</p>
17	Vehicle mileage in the AQMA or area of exceedence;	<p>2005/06 AQMA 1 = 314,097</p> <p>2004 AQMA 2 = 113,608</p>	<p>AQMA 1 = 287,762</p> <p>AQMA 2 = 110,059</p>	<p>AQMA 1 = 320,379</p> <p>AQMA 2 = 117,091</p>	<p>7% traffic growth cap (AQMA1)</p> <p>9.2% traffic growth cap (AQMA2)</p>	<p>Revised methodology used for calculating L17 AQMA2. Indicator now defined in same way as L17 AQMA1 - "total number of vehicles entering the area in a 24hr period". Baseline value for AQMA2 is therefore now: 113,608 (2004) and the 2010 target value is 124,059.</p> <p>L17 AQMA1 rebased in line with LTP6 indicator. Revised baseline = 314,097 (2005/06) and target for 2010/11 is 336,084.</p>
18	Environmental Standard of Bus Fleet (Euro III or equivalent)	2006 = 35%	38%	42%	70% of fleet to meet std. by 2011 (baseline 35%)	n

19	Physical Activity Indicator	2003 = 39% for men 32 % for women	Male = 13.5% Female = 6.9%		N/a. Monitoring only	n/a	Baseline figures from 'Heart of Mersey' - only available every 3 years. Data sourced for 2006 from 'Sport England' as annual survey and larger survey sample. 'Heart of Mersey' national % averages for 2003 were male = 37% female = 24%. 'Sport England' national averages for 2006 are: 13% for male and 10.2% for female.
OTHER local priorities							
20	Travel to Work Modal Share indicator	2004/05 Car = 73% Bus = 10% Rail= 4% Walk = 9% Bike = 2%	2005/06 Car = 75%, Bus = 11%, Rail = 4%, Walk = 8%, Cycle = sample too small **	Car = 73% Bus = 10% Rail= 4% Walk = 9% Bike = 2%	No changes in modal share split of travel to work journeys to 2010/11 (in context of growing travel market, and halting longer term trend)	n/a	Labour force survey. Additional evidence available from National Travel Survey shows no change at all in mode share between 2002-2004 and 2003 -2005 (3 yr moving average). As expected actual trend on this indicator will only emerge in the medium to long term.

21	Economic indicator a) GVA per head b) Worklessness	a) 11,798 (2003) b) 23.7% (Nov 2004)	a) 12,448 (2004) b) 23.1% (Nov 2006)		N/a. Monitoring only	n/a	a) REDRAFTED BASELINE - Figures are periodically updated and re-based, so data may not match that previously used b) REDRAFTED BASELINE - previous version of data was from August 2004. Super Output Area level data was amalgamated to produce the district totals. District data is now available and this has been used.
22	Percentage of new developments meeting minimum standards for all transport modes as defined by SPD	None	n/a	Adopt SPD	95% by 2010/11.	n/a	
23	Street Lighting Condition	N/A	n/a		Tbc.	n/a	
24	Tourism Activity a) TIC Footfall b) BID footfall	2005/06 a) 1,295,810 b) 65,659,023	a) 775,528 b) 57,946,331		N/a. Monitoring only	n/a	Known problems with camera based monitoring reliability due to building works.



# Further information

# Further Information

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Local Transport Plan Partnership

