

WIRRAL COUNCIL

CABINET

17TH MARCH 2011

SUBJECT:	<i>LOCAL TRANSPORT CAPITAL FUNDING & THE INTEGRATED TRANSPORT BLOCK (ITB) PROGRAMME 2011/12</i>
WARD/S AFFECTED:	<i>ALL</i>
REPORT OF:	<i>DIRECTOR OF TECHNICAL SERVICES</i>
RESPONSIBLE PORTFOLIO HOLDER:	<i>STREETSCENE AND TRANSPORT SERVICES COUNCILLOR LESLEY RENNIE</i>
KEY DECISION?	<i>YES</i>

1.0 EXECUTIVE SUMMARY

- 1.1 On 13 January 2011, Cabinet received a report that set out the Local Transport Plan Capital Programme settlement for 2011/12 to 2014/15, and approved the LTP budget for 2011/12. At that time, it was anticipated that Wirral's Integrated Transport Block (ITB) allocation would be in the region of £1,149,000, however, since January, further discussions with Merseytravel have confirmed that Wirral's ITB allocation is now expected to be £1,155,000 (subject to final ratification by the Integrated Transport Authority (ITA)).
 - 1.2 At its meeting of 21st February 2011, Cabinet approved an addition to the Capital Programme of £600,000 specifically for schemes which aim to address identified road safety problems. This funding will be used to implement engineering schemes to reduce accidents and create safe environments for all classes of road user - including the more vulnerable modes such as pedestrians and cyclists. Schemes to be implemented will be selected through a prioritisation of those that will deliver effective road safety improvements (road casualty reductions).
 - 1.3 This Report presents the proposed breakdown of the combined ITB and Capital Bid funding (totalling £1,755,000) and the detailed Capital programmes, for Cabinet approval.
 - 1.4 The determination of suitable schemes and projects within the proposed 2011/12 Capital programme and the budget allocation for the ITB outlined in this report are prioritised in line with Council Key Priorities and Corporate Objectives, LTP3 Objectives and the results of the recent 'Living in Wirral Task Force' public consultation.
-

- 1.5 The schemes detailed within this report that form the ITB directly address the Council's Statutory Duties as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic management Act 2004.

2.0 RECOMMENDATION

2.1 That Cabinet:

- Approve proposed allocation of the Local Transport Plan Capital programme 2011/12 Integrated Transport Block between the five identified headings of 'Improving Road Safety', 'Promoting Active Travel & Health', 'Promoting Economy & Accessibility', 'Reducing Congestion & Carbon Emissions' and 'Advance Design & Forward Planning' as detailed in this report.
- Approve detailed programmes of schemes and projects under each of the five identified headings of the combined Integrated Transport Block - Capital Bid programme for 2011/12 set out in Sections 5 to 9 (and summarised in **Appendix 'A'**) of this report.
- Delegate authority to the Director of Technical Services, in conjunction with the Cabinet Member for Streetscene and Transport Services and Party Spokespersons, to make any necessary adjustments to the priorities within the programme should the need arise due to financial conditions or other factors.

3.0 REASON/S FOR RECOMMENDATION/S

- 3.1 To ensure that the transport capital programme reflects Corporate and LTP3 short-term implementation priorities, and has the flexibility to ensure delivery of the most effective schemes within the financial year.

4.0 BACKGROUND AND KEY ISSUES

- 4.1 Members will already be aware of the Council Key Priorities and Corporate Objectives, therefore, this section provides Members with a brief overview of the priorities and objectives in the third Local Transport Plan (LTP3), which is effective from the start of April 2011.
- 4.2 Following the Local Transport Act 2008, the Merseyside Integrated Transport Authority (ITA) has formal statutory responsibility for producing the next LTP, however, in keeping with the established partnership working in Merseyside, it has been produced in collaboration with all of the Merseyside local authorities. The LTP Strategy document is a crucial policy/statutory framework for future transport provision and the ITA will approve the final version of LTP3 on 17th March 2011, prior to its submission to Department for Transport.
- 4.3 The new LTP has been developed to ensure that the Merseyside transport system aids economic growth whilst, at the same time, playing its part in
-

reducing carbon emissions and addressing climate change. The strategy aims to deliver other local priorities of improving health and well-being, so that health inequalities, social exclusion, improved accessibility and safety can be addressed.

4.4 However, the new LTP has been developed in a climate of reduced funding and challenging economic circumstances. Local forecasts for the future, based on the best information available, including development forecasts, show a largely flat projected traffic growth in the short term. Longer-term forecasting at the present time is uncertain, but in line with national projections, forecasts show demand will increase again from about 2014/15.

4.5 On this basis, it is anticipated that the existing transport networks will largely be able to cope with forecast demands over the first 3 or 4 years. Key actions over the short-term, therefore, have been identified that:

- Prioritise maintenance programmes;
- Provide a robust framework linking transport and future developments in a way that can reduce long distance travel and carbon emissions, and improve accessibility;
- Expand the range of public transport services;
- Begin to implement the next generation of technology;
- Develop and enhance the freight and logistics network;
- Reduce carbon emissions and reliance on oil, improve air quality and improve health;
- Increase sustainable and safe travel; and
- Continue to reduce road traffic accidents.

4.6 Each of the Merseyside LTP partner authorities has developed their own capital programme which, when combined, form a Merseyside-wide Implementation Plan. Wirral's LTP programme has been constructed under the following headings to reflect the above key actions and complement the Council's Key Priorities and Corporate Objectives and the results of the recent '*Living in Wirral Task Force*' public consultation:

- Improving Road Safety
- Promoting Active Travel & Health
- Promoting Economy & Accessibility
- Reducing Congestion & Carbon Emissions
- Transportation - General

5.0 IMPROVING ROAD SAFETY (£710,000)

5.1 The LTP Capital programme block allocation for 'Improving Road Safety' may be summarised as;

'IMPROVING ROAD SAFETY' (Block Allocation)

<u>Sub-Block</u>	<u>Allocation</u>
Local Safety Schemes (LSS)	£ 450,000
School Travel Improvements (SRTS)	£150,000
Area Forums	£110,000
Total 'IMPROVING ROAD SAFETY'	
	£710,000

5.2 Local Safety Schemes (LSS) (£450,000)

5.2.1 The recent *Wirral's Future - Be Part Of It* consultation resulted in a recommendation by the Living in Wirral Task Force that the Council should *"Continue to deliver essential and statutory services"*.

5.2.2 The Living in Wirral Task Force also recommended that the Council should *"The Council should review how resources are used to support road safety, reflecting what has most impact whilst also considering public priorities"*.

5.2.3 Both recommendations were adopted by Cabinet at its meeting on 9 December 2010 [minutes 242 and 248 refer] and approved by the Council at its meeting on 13 December 2010 [minutes 65 (iii) and 66 refer].

5.2.4 The Local Safety Scheme programme allocation contains scheme(s) that address the obligations required as part of the Council's Statutory Duties (as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic management Act 2004) and are proven with evidential information (e.g. DfT Road Safety Research Report no.108 'Contribution of Local Safety Schemes to Casualty Reduction') to reduce road accident casualties.

5.2.5 The list below identifies schemes totalling £450,000 for inclusion within the 2011/12 LSS programme based upon the results of preliminary investigations by my Accident Investigation Unit into the accident records for each location, together with an overall initial assessment of the suitability for suggested remedial measures that can be economically justified based on the expected accident cost savings.

<u>Sub-Block:</u>	<u>Allocation:</u>
Local Safety Schemes:	
Bidston Road / Kingsmead Road, Bidston (<i>Road Markings & Signing</i>)	£30,000
Carr Bridge Road, Woodchurch (<i>Traffic Calming Measures</i>)	£20,000
Poulton Road & Dibbinsdale Road, Spital	£50,000

<i>(Road Markings, Cats-eyes, Marker Posts, Signing)</i>	
Saughall Massie Road, Saughall Massie <i>(Road Markings & Signing)</i>	£10,000
St Hilary's Brow - Wallasey Village, Wallasey <i>(Road Markings & Signing)</i>	£50,000
Townfield Lane / Backford Way, Nocturum <i>(TRO, Road Markings)</i>	£30,000
Town Link Viaduct, Birkenhead <i>(Road Markings & Signing)</i>	£40,000
The Weind / Mount Road, Tranmere <i>(Traffic Signals)</i>	£150,000
Bebington Rd (Kings Lane to Mount Rd r'bt) <i>(Route Improvements)</i>	£70,000

Total 'Local Safety Schemes' (Sub-Block Allocation)	£450,000
--	-----------------

5.3 School Travel Improvements - Safer Routes To School (£150,000)

5.3.1 The recent "Wirral's Future - Be Part Of It" consultation resulted in a recommendation by the Living in Wirral Task Force that the Council should "Continue the commitment to reduce Wirral's carbon footprint." which was adopted by Cabinet at its meeting on 9th December 2010 [minutes 242 and 248 refer] and approved by the Council at its meeting on 13 December 2010 [minutes 65 (iii) and 66 refer].

5.3.2 SRTS scheme(s) help teachers, parents/carers and children to reduce car use on the school journey and adopt a more sustainable approach to getting to school by walking and cycling thereby increasing their independence, health and fitness. Such schemes by their very nature also help to contribute to a reduction in Wirral's carbon footprint.

Sub-Block:

Allocation:

School Travel Improvements (SRTS):	
St Bridget's School (cycle access ramp to Wirral Way)*	£35,000
Poultton Road, Bromborough (Toucan crossing)**	£30,000
Manor Lane, Wallasey (TRO, Signing & Road Markings)	£8,000
'Bike - It'	£8,000
Grange Road, West Kirby (links to proposed Toucan crossing)***	£30,000
Bebington Rd-Bedford Ave (ped refuge/kerb improvement/rd mkgs)	£24,000
School Crossing Patrols (safety enhancements – various)	£10,000
SRTS Promotional Activities	£5,000

Total 'School Travel Improvements' (Sub-Block Allocation)	£150,000
--	-----------------

* Part funded together with £35,000 contribution from 'Sustrans'

** Part funded with £45,000 contribution from the Walking Strategy 'Pedestrian Signals' programme & a £45,000 Cycling Strategy contribution. (Potential Sustrans 'Links to Schools' grant application TBC).

*** Part funded together with £20,000 contribution from the 'cycling Strategy' programme & a £60,000 Pedestrian Signals contribution.

5.4 Area Forum Improvements (£110,000)

5.4.1 The remaining allocation of £110,000 under the 'Improving Road Safety' heading is available for the 11 Area Forums. Apportioned equally across the eleven Area Forums this equates to £10,000 per Area Forum.

5.4.2 A further £110,000 allocation is available for the 11 Area Forums under the 'Promoting Active Travel & Health' heading (para 6.3 refers), resulting in a total of £20,000 per Area Forum.

Sub-Block:

Allocation:

Area Forum Improvements:	
Liscard & Seacombe	£10,000
Leasowe, Moreton & Saughall Massie	£10,000
Birkenhead, Tranmere & Rock Ferry	£10,000
New Brighton & Wallasey	£10,000
Bebington & Clatterbridge	£10,000
Oxton & Prenton	£10,000
West Wirral	£10,000
Greasby, Frankby, Irby, Upton & Woodchurch	£10,000
Bromborough & Eastham	£10,000
Bidston & Claughton	£10,000
Heswall, Pensby & Thingwall	£10,000

Total 'Area Forum' (Sub-Block Allocation) £110,000

6.0 PROMOTING ACTIVE TRAVEL & HEALTH (£610,000)

6.1 The LTP Capital programme block allocation for 'Promoting Active Travel & Health' may be summarised as;

'PROMOTING ACTIVE TRAVEL & HEALTH' (Block Allocation)

Sub-Block

Allocation

Walking Strategy	£ 250,000
Cycling Strategy	£ 250,000
Area Forums	£110,000

Total 'PROMOTING ACTIVE TRAVEL & HEALTH' £610,000

6.2 Walking Strategy (£250,000)

6.2.1 The recent *Wirral's Future - Be Part Of It* consultation resulted in a recommendation by the Living in Wirral Task Force that the Council should

“Continue the commitment to reduce Wirral’s carbon footprint” which was adopted by Cabinet at its meeting on 9th December 2010 [minutes 242 and 248 refer] and approved by the Council at its meeting on 13 December 2010 [minutes 65 (iii) and 66 refer].

- 6.2.2 The Walking Strategy programme comprising of pedestrian signal controlled crossings, dropped kerb crossings, pedestrian refuges and public rights of way, are proposed to encourage walking through better environments where it is safe and attractive to do so and thereby promoting a carbon friendly, sustainable and healthy alternative mode of transport. The programmes have been determined against agreed Council criteria and take account of ideas for schemes from Local Area Forums and through receipt of petitions.
- 6.2.3 In formulating the programme for 2010/11, a site inspection has been carried out at potential Pedestrian Crossing sites including all those for which requests have been received. A number of sites are not considered suitable for the provision of a puffin crossing because of physical constraints. These locations have not been assessed against the approved weighting system. All previous requests have been re-assessed using the most recent surveys and accident records. A list of the 10 highest scoring sites from previous years together with all new potential sites is shown in **Appendix B** together with the weighted PV₂ figures where appropriate. (‘P’ being the number of pedestrians crossing and ‘V’ being the vehicle flow ‘squared’).
- 6.2.4 A programme of improvements will also continue to be identified, prioritised and implemented to compliment the Public Rights of Way Improvement Plan.
- 6.2.5 The Walking Strategy deals with the following specific programmes and recommends works/allocations for each of the following headings: The schemes proposed are also designed to compliment the terms of reference adopted by the Wirral Pedestrian Forum that advocate and promote safe, accessible and usable facilities and routes across the borough, making walking more attractive and accessible to residents, visitors, employees and businesses.

Sub-Block:

Allocation:

Walking Strategy:	
Pedestrian Signals:	
• Poulton Road, Bromborough (Toucan crossing)*	£45,000
• Belvidere Road / Broadway (Toucan crossing) **	£70,000
• Townfield Lane / Bidston Rd (Pedestrian Signal Phase)	£30,000
• Birkenhead Pedestrian Audit (Town Centre/Rail links)	£10,000
• Grange Road, West Kirby (Toucan crossing)***	£60,000
Pedestrian Improvements:	
• Pedestrian Dropped Crossings (refer to appendix ‘A’)****	£20,000
Public Rights Of Way:	
• Public Rights Of Way - Improvements Plan	£15,000

Total 'Walking Strategy' (Sub-Block Allocation)	£250,000
--	-----------------

* Part funded together with £30,000 contribution from the 'Safer Routes To School' programme & a £45,000 Cycling Strategy contribution. (Potential Sustrans 'Links to Schools' grant application TBC.)

** Part funded together with £20,000 contribution from the 'Cycling Strategy' programme

*** Part funded - £20,000 contribution from the 'Cycling Strategy' programme & a £20,000 School Travel Improvements 'Safer Routes To School' programme.

**** **Appendix 'C'** lists requests for dropped crossings recommended as prioritised for action in consultation with Wirral Information Resource for Equality & Disability (WIRED) & the Wirral Pedestrian Forum.

6.3 Cycling Strategy (£250,000)

6.3.1 The recent *Wirral's Future - Be Part Of It* consultation resulted in a recommendation by the Living in Wirral Task Force that the Council should *"Continue the commitment to reduce Wirral's carbon footprint."* which was adopted by Cabinet at its meeting on 9 December 2010 [minutes 242 and 248 refer] and approved by the Council at its meeting on 13 December 2010 [minutes 65 (iii) and 66 refer].

6.3.2 Opportunities to draw on external funding, to complement the LTP programme, are also being applied for, including new applications to Sustrans 'Links to Schools' Fund. Such schemes by their very nature help to promote a healthy lifestyle and contribute to a reduction in Wirral's carbon footprint.

6.3.3 The proposed Cycling Strategy programme can be summarised as follows:

Sub-Block:

Allocation:

Cycling Strategy:	
Poulton Road, Bromborough (Toucan crossing)*	£45,000
Broadway / Claremount Rd (part funding / Section 278 Agreement)	£20,000
Wallasey Network cycle route signing (various locations)	£30,000
Belvidere Road / Broadway (cycle-link to proposed Toucan)	£5,000
St Paul's Road / Kelvin Road	£30,000
Grange Rd / Orrysdale Rd, West Kirby (links to proposed Toucan crossing / Wirral Way)**	£30,000
Bebington-B'boro-E'ham/Pensby/Thingwall (District Cycle Plans)	£90,000

Total 'Cycling Strategy' (Sub-Block Allocation)	£250,000
--	-----------------

* Part funded - £30,000 contribution from the 'Safer Routes To School' programme & a £45,000 Pedestrian Signals contribution (Potential Sustrans 'Links to Schools' grant application TBC).

** Part funded together with £20,000 contribution from the School Travel Improvements 'Safer Routes To School' programme & a £60,000 Pedestrian Signals contribution.

6.3 Area Forum Improvements (£110,000)

6.3.1 The remaining allocation of £110,000 under the 'Promoting Active Travel & Health' heading is available for the 11 Area Forums. Apportioned equally across the eleven Area Forums this equates to £10,000 per Area Forum.

6.3.2 A further £110,000 allocation is available for the 11 Area Forums under the 'Improving Road Safety' heading (para 5.3 refers), resulting in a total of £20,000 per Area Forum.

Sub-Block:

Allocation:

Area Forum Improvements:	
Liscard & Seacombe	£10,000
Leasowe, Moreton & Saughall Massie	£10,000
Birkenhead, Tranmere & Rock Ferry	£10,000
New Brighton & Wallasey	£10,000
Bebington & Clatterbridge	£10,000
Oxton & Prenton	£10,000
West Wirral	£10,000
Greasby, Frankby, Irby, Upton & Woodchurch	£10,000
Bromborough & Eastham	£10,000
Bidston & Claughton	£10,000
Heswall, Pensby & Thingwall	£10,000

Total 'Area Forum' (Sub-Block Allocation) **£110,000**

7.0 PROMOTING ECONOMY & ACCESSIBILITY (£65,000)

7.1 The LTP Capital programme block allocation for 'Promoting Economy & Accessibility' may be summarised as;

'PROMOTING ECONOMY & ACCESSIBILITY' (Block Allocation)

Sub-Block

Allocation

Accessibility	£ 65,000
---------------	----------

Total 'PROMOTING ECONOMY & ACCESSIBILITY' £65,000

7.2 Accessibility is one of the 4 "*shared priorities*" that were agreed by Government to be delivered as part of the second Local Transport Plan (LTP2). The Accessibility block of the LTP Capital Allocation has been used in recent years to help break down barriers to people using public transport, and deliver schemes and initiatives to improve access to jobs, healthcare, education and life opportunities. In LTP3, improving levels of accessibility continues to be a key aspect of the strategy to ensure that transport supports equality of travel opportunities, which forms part of the short-term implementation plan up to 2014/15.

7.3 A key success of the accessibility programme in Wirral has been the Travel Training scheme, originally set up in November 2007 and to date has

received over 300 referrals. Following the successful pilot of the travel training scheme originally supported with European funding, the travel-training scheme has been expanded to 3 full-time travel trainers. The travel trainers work closely with several local special schools, department of adult social services and numerous local voluntary and community sector organizations.

- 7.4 This scheme supports individuals aged 14+, by providing one to one training to help those who need extra support to make journeys on their own using public transport. Travel training can help those who are not familiar with using public transport, those having to make new or unfamiliar journeys or people who are experiencing difficulties after a recent disability or illness. Once completed travel training reduces reliance on car journeys, saves money by reducing reliance on taxis and most importantly improves the client's independence, enabling them to travel independently with confidence.

8.0 REDUCING CONGESTION & CARBON EMISSIONS (£100,000)

- 8.1 The LTP Capital programme block allocation for 'Reducing Congestion & Carbon Emissions' may be summarised as;

'REDUCING CONGESTION & CARBON EMISSIONS' (Block Allocation)

<u>Sub-Block</u>	<u>Allocation</u>
Traffic Management	£ 55,000
UTC / Telematics / CCTV	£30,000
TRO Review	£10,000
Travel Plan Measures	£5,000
Total 'REDUCING CONGESTION & CARBON EMISSIONS'	£100,000

8.2 Traffic Management – General (£55,000)

- 8.2.1 Effective traffic management is essential in order to support the efficient movement of people and goods. The economic success of Wirral and the city region relies on the effective movement of freight and service vehicles, people want to connect easily with employment, services and social activities, and communities seek minimal [unnecessary] vehicular intrusion to improve their local environments.

- 8.2.2 In order to continue the work to improve traffic management during the last LTP periods, it is proposed to allocate £55,000 towards schemes that compliment these aims such as Strategic Signing on the Borough's principal road network.

8.3 UTC / Telematics / CCTV (£30,000)

- 8.3.1 Implementation of the 'next generation' technology is identified as one of the short-term key actions for LTP3, to improve information systems and help maintain free-flowing networks, increase journey opportunities and integrate a

wide range of transport uses. Examples include the use of smart cards, which are being introduced by Merseytravel to improve ticketing for public transport users, and the use of intelligent telematic systems on the highway network to improve traffic management.

- 8.3.2 An allocation of £30,000 is proposed for such as the provision of variable message signing and CCTV for traffic monitoring purposes and improved traffic management linked to the Council's Urban Traffic Control Centre.

8.4 Traffic Regulation Order (TRO) Review (£10,000)

- 8.4.1 An allocation of £10,000 is required to complete a number of Traffic Regulation Orders (TRO's) originally proposed as part of the 2010/11 TRO review, delayed due to objections being received.

8.5 Travel Plan Measures (£5,000)

- 8.5.1 In order to support the Council's Travel Plan, which complements the Merseyside TravelWise initiative to promote sustainable travel, a sum of £5,000 has been allocated to implement measures to encourage employees and visitors to Council buildings to reduce single occupancy car trips.

9.0 TRANSPORTATION - GENERAL (£270,000)

- 9.1 The LTP Capital programme block allocation for 'Transportation' may be summarised as;

'TRANSPORTATION - GENERAL' (Block Allocation)

Sub-Block	Allocation
Advance Design	£ 75,000
Research & Monitoring	£195,000

Total 'TRANSPORTATION - GENERAL'	£270,000
---	-----------------

- 9.2 The Transportation – General block allocation covers expenditure aimed at meeting the constantly evolving range of demands linked to LTP delivery. This budget allocation allows for Advanced Design, Land & Forward Planning, and Research & Monitoring. Particular projects including highway scheme development, associated land acquisition, LTP partnership working, studies, traffic modelling and monitoring systems.

10.0 RELEVANT RISKS

- 10.1 Failure to undertake the identified programme of works could result in the Council not meeting its Statutory Duties as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic management Act 2004.

- 10.2 Failure to undertake the identified programme of works would also result in a failure to address the Council's Key Priorities and Corporate Objectives, LTP3 Objectives and the results of the recent '*Living in Wirral Task Force*' public consultation.

11.0 OTHER OPTIONS CONSIDERED

- 11.1 None. The proposed programmes and projects identified within this report enable the Council to comply with its Statutory Duties as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic management Act 2004 and address the Council's Key Priorities and Corporate Objectives, LTP3 Objectives and the results of the recent '*Living in Wirral Task Force*' public consultation.

12.0 CONSULTATION

- 12.1 The development of LTP3 has undergone two major consultation exercises in March 2010 and November 2010, in addition to a number of officer and stakeholder workshops. The first major consultation sought views from stakeholders and the general public on the 'Challenges and Opportunities' that had been identified during previous research undertaken by the LTP partnership. The second consultation exercise focused on the 'Preferred Strategy' and sought responses on the various aspects of the draft Plan.

13.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 13.1 LTP3 strives to promote the concept of a new mobility culture and how transport provision is planned, provided and promoted. Pooling of resources and expertise across a number of policy areas and embracing as many partners and stakeholders as possible will make the best use of resources for the maximum benefit for the people of Merseyside.
- 13.2 To this end, one key action within the short-term implementation plan is to expand the range of public transport services by examining the role of other providers, backed up by a network of neighbourhood based information services, which may have implications for voluntary, community and faith groups.

14.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

- 14.1 Existing staff resources will be used for the detailed investigation, design and supervision of these schemes. Future maintenance costs will be met from the Highway Maintenance Revenue Budget.

15.0 LEGAL IMPLICATIONS

- 15.1 As defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic management Act 2004.
-

16.0 EQUALITIES IMPLICATIONS

- 16.1 As part of the development of LTP3, a comprehensive Integrated Assessment (IA) was carried out in accordance with Government LTP Guidance. The IA included a number of assessments, including an Equality Impact Assessment dated October 2010.

17.0 CARBON REDUCTION IMPLICATIONS

- 17.1 The greater majority of schemes under the 'Improving Road Safety', 'Active Travel & Health' and 'Reducing Congestion & Carbon Emissions' headings will help to improve the efficiency of travel on the road network, reducing CO₂ emissions and support achievement against the following indicators:

- NI 186 Per capita reduction in CO₂ emissions in the LA area
- NI 194 Air Quality reduction in NO_x and primary PM₁₀ missions through LA's estate and operations

18.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

- 18.1 There are no specific planning implications arising from this report.

REPORT AUTHOR:

Mark Redman

Principal Asst Engineer

telephone: (0151 606 2110)

email: markredman@[wirral.gov.uk](mailto:markredman@wirral.gov.uk)

APPENDICES

Appendix 'A' Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2011/12 - SUMMARY

Appendix 'B' Walking Strategy - Priority List of Requests and Assessments for Pedestrian Crossings

Appendix 'C' Walking Strategy - Pedestrian Improvements: Dropped Crossing Requests

REFERENCE MATERIAL

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
CABINET (Council Capital Programme 2011/12)	21st February 2011
CABINET (Provisional Local Government Finance Settlement)	13th January 2011
CABINET (2010/11 Local Transport Capital Programme - Environment / Air Quality)	4th February 2010
CABINET (2010/11 Local Transport Capital Programme - Road Safety Block)	4th February 2010