



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 16 March 2021

REPORT TITLE:	COMBINED AUTHORITY TRANSPORT PLAN (INTEGRATED TRANSPORT BLOCK) PROGRAMME 2021/22
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report seeks approval for the Council's Combined Authority Transport Plan (CATP) Integrated Transport Block (ITB) programme for 2021/22 (subject to the finalisation of ongoing discussions with the Liverpool City Region Combined Authority) and to allocate it to priorities and projects as outlined in the report.

The effective delivery of the Council's CATP ITB programme contributes to the strategic objectives of the Liverpool City Region Combined Authority Transport Plan and Wirral Plan 2025, in particular: working for safe and pleasant communities and working for a sustainable environment.

The services carried out will take place across all Wards.

This report has been classed as a Key Decision and included on the Council's Forward Plan.

RECOMMENDATIONS

The Environment, Climate Emergency and Transport Committee is requested to:

- (1) Authorise the Director of Neighbourhood Services to accept the grant funding allocated to Wirral Council by Liverpool City Region Combined Authority for the 2021/22 Combined Authority Transport Plan;
- (2) Approve the proposed Combined Authority Transport Plan Integrated Transport Block programme for 2021/22 as set out in Appendix A to this report, and

- (3) Authorise the Director of Neighbourhood Services, in consultation with the Chair and Spokespersons of the Environment, Climate Emergency and Transport Committee to amend the programme having regard for available resources and risk-based prioritisation of schemes.

SUPPORTING INFORMATION

1.0 REASON FOR RECOMMENDATIONS

- 1.1 To ensure that the transport capital programme (Integrated Transport Block) reflects the Combined Authority Transport Plan and Mayoral priorities and Wirral 2025 Plan and has the flexibility to ensure delivery of the most effective schemes within the financial year.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 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 priorities of the Liverpool City Region Combined Authority Transport Plan, the Wirral 2025 Plan and Climate Emergency Declaration.
- 2.2 On an annual basis the Council receives numerous requests for improvements to the transport network from the general public, Council Members and other stakeholders. Such requests are assessed in line with our annual Local Safety Scheme Review and prioritised for consideration in future years programmes. Appendix B sets out an indicative list of schemes for consideration over the next 3 years which will be developed further for potential inclusion within future Combined Authority Transport Plan programmes, subject to available resources. Some of these schemes will require significant funding and resources to develop as well as to deliver.

3.0 LIVERPOOL CITY REGION COMBINED AUTHORITY TRANSPORT PLAN

- 3.1 The Combined Authority Transport Plan articulates the Liverpool City Region Combined Authority's (LCRCA's) vision for transport. The plan provides a single source of information on adopted transport policy and the Combined Authority's investment priorities.
- 3.2 Transport funding for 2021/22 is scheduled to be considered by the LCRCA in March 2021. Until the LCRCA budget for transport is approved, this report proposes to allocate the anticipated Integrated Transport Block (ITB) funding in accordance with the Council's priorities. Wirral's funding for 2021/22 is anticipated to be in the region of £1,150,000 which is similar to the level of funding awarded in 2020/21 (subject to the finalisation of ongoing discussions with the Liverpool City Region Combined Authority). Recommendations in this report are subject to the LCRCA's final budget.
- 3.3 The Combined Authority Transport Plan replaces the Combined Authority's 2015 Transport Plan for Growth. It does not replace the statutory Merseyside Local Transport Plan and Halton Local Transport Plan from 2011. Instead, it provides a non-statutory, updated statement of current priorities and provides a bridge between the statutory plans presented in Local Transport Plan 3 (LTP3) and the development of a new, statutory Transport Plan for the city region (LTP4) which will be produced following the development of an overarching LCR Local Industrial Strategy and Spatial Development Framework, both of which are currently in progress. By not

pre-empting this process, this will ensure the city region integrates longer-term transport policies with social and economic vision and priorities, including spatial planning vision.

3.4 The CA Transport Plan identifies that the main issues and challenges affecting the City Region are grouped around:

- Growth and Jobs
- Modal Shift
- A People Centred Approach

The core vision is to develop a transport system which:

- is comprehensive, affordable and reliable
- is integrated and easy to use
- supports the development of new and existing communities
- is green, and is healthy

3.5 As such the Strategic Objectives of the LCR Combined Authority Transport Plan are:

- To support inclusive economic growth across a thriving city region. This is by developing a transport network that effectively and efficiently connects people, freight, businesses and visitors, and in a way that is fully integrated with wider policy objectives.
- To exploit the city region's role as a global gateway that is served by all forms of transport that supports Northern Powerhouse and Transport for the North's aims to rebalance the UK's economy, through economic agglomeration and de-congestion benefits
- To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive. This has a focus on boosting healthy forms of travel for short trips and where the public transport networks are the modes of choice
- To develop a mobility system that enhances the health and wellbeing of our citizens. This will include the development of liveable and resilient city region that addresses the challenges of poor air quality and supports the move to a zero carbon LCR by 2040
- To secure a transport network that is well maintained, safe and resilient

Wirral's Combined Authority Transport Plan Programme

3.6 Whilst part of the single capital allocation, the Combined Authority has agreed to manage the transport capital pot outside of the main Strategic Investment Fund (SIF) assurance framework process for the period through to 2021/22.

3.7 Each of the Liverpool City Region partner authorities is required by the LCR to develop their own Capital Programme which, when combined, form a Liverpool City Regionwide Implementation Plan.

3.8 It should be noted that whilst addressing the LCR transport priorities the programme also supports the following key outcomes of the Wirral Plan 2025.

- a prosperous, inclusive economy where local people can get good jobs and achieve their aspirations
- a cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency;
- safe vibrant communities where people want to live and raise their families;

- 3.9 Appendix A presents the proposed 2021/22 Combined Authority Transport Plan delivery programme against an anticipated allocation of £1,150,000. It should be noted that individual schemes deliver against more than one strategic objective and this is summarised in Appendix A.
- 3.10 Road safety workshops were held with a cross-party group of Environment, Climate Emergency and Transport Committee Members on 28 January 2021 and 11 February 2021 which are the subject of a separate report to this Committee. The workshops were intended to provide Members with an update on the outcomes from Wirral's previous Road Safety Plan and to provide an early opportunity to shape the content of the next plans and road safety strategy. Outputs from the workshops will be considered by officers and consideration will be given to aligning identified priorities within future ITB programmes, including community safety schemes, education and enforcement, as well as engineering measures.
- 3.11 Building on the work of the Environment, Climate Emergency and Transport Committee referenced in 3.10, The road safety strategy will form a key theme within the new community safety strategy which is currently being co-produced. The emerging Wirral Road Safety Plan will have an ethos of community engagement and involvement running through its core. The delivery and performance management of the road safety plan and its outputs will also be overseen by the Community Safety Partnership.
- 3.12 Schemes identified within the programme will also have a major impact in reducing the number and severity of casualties on Wirral's roads. Such schemes and programmes 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.

4.0 FINANCIAL IMPLICATIONS

- 4.1 All schemes are funded from the Combined Authority allocation for Integrated Transport Block (ITB) funding for 2021/22 which is anticipated to be £1,150,000 and will be added to the Council's Capital Programme for 2021/22.
- 4.2 Where schemes included within Appendices A or B cannot be financed solely from Liverpool City Region Combined Authority grant funding, consideration will be given to supplementary Council Capital Programme submissions on safety related business cases.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act and the Traffic Management Act 2004.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 All schemes are funded from the Combined Authority allocation for Integrated Transport Block (ITB) funding for 2021/22 and will be added to the Council's Capital Programme. Existing staff resources will be used for the detailed investigation, design and supervision of these schemes, supplemented by external support where required. Future revenue maintenance costs will be met from the Highway Maintenance Revenue Budget.

7.0 RELEVANT RISKS

- 7.1 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.
- 7.2 Failure to undertake the identified programme of works would also result in a failure to support the delivery of the priorities of the Liverpool City Region Combined Authority Transport Plan. Consequently, this could result in the loss or clawback of funding.
- 7.3 The list of schemes identified has been prepared with initial estimates, however it should be noted that final schemes will be subject to the costing of detailed designs and statutory undertakers' works and further detailed investigations will be required prior to any final scheme being designed. Some of these schemes may also be subject to the requirement of a Traffic Regulation Order(s), and delivery may be dependent on resolving objections to proposals during consultation.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Wirral Council has a statutory consultation processes that is required for the undertaking of work on the adopted highway which will require public consultation, objections to which would be considered under the Scheme of Delegation in the Council's Constitution or by the Environment, Climate Emergency and Transport Committee once a level of objections have been reached exceeding the current scheme of Delegation number.
- 8.2 The Wirral Active Travel Forum is a formally constituted group which meets quarterly with interested public and private organisations and individuals, to support active travel as a simple, low cost and effective way for people to access life opportunities whilst increasing levels of physical activity in their day to day life. Membership of this group is open to all and the forum will continue to be engaged as these programmes develop.

8.3 The consultation process has followed the following guiding principles of fair consultation:

- It should be at a time when proposals are at a formative stage
- Must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response
- Those consulted should be made aware of the factors that are of decisive relevance to the decision
- Adequate time should be given for consideration and response
- The product of the consultation should be conscientiously taken into account by the decision makers in finalising their statutory proposals/ when the ultimate decision is taken

9.0 EQUALITY IMPLICATIONS

- 9.1 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 that can demonstrate that there are no negative implications associated with the implementation of these activities on the 'protected characteristics'. The proposed programme of works that supports the Combined Authority Transport Plan programme includes measures to assist the transport needs of all sections of the community.
- 9.2 Whilst there are no equality implications arising from this report, the associated actions arising from the delivery may need to assess any equality issues and mitigate any negative impact that may emerge.
- 9.3 The Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act. The Director for Neighbourhood Services recognises that this decision may have an impact on those who would wish to access certain locations by motor vehicle and other modes of transport. We will be publishing details of any restrictions and alternative routes where applicable.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The proposed programme of works set out in this report generally have environmental benefits. Many of the Local Journey and Network Management projects are aimed at improving access to the highway network which will help to support better air quality across the borough and also enable a greater number of journeys to be undertaken by sustainable modes, therefore reducing residents reliance on the private car and reducing carbon emissions. Other projects will improve environmental safety for highway users.

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APPENDICES

Appendix A: 2021/22 Combined Authority Transport Plan Capital Programme

Appendix B: 2022-25 Combined Authority Transport Plan – Indicative List For Consideration

BACKGROUND PAPERS

Liverpool City Region Combined Authority Transport Plan
<https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA-TRANSPORT-PLAN.pdf>

DFT Road Safety Research Report no.108 'Contribution of Local Safety Schemes to Casualty Reduction':
<http://webarchive.nationalarchives.gov.uk/20090417002224/http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/rsrr108.pdf>

Liverpool City Region Rights of Ways Improvement Plan 2 2018 - 2028:
https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA_ROWIP_AUG2018.pdf

LTP3 Integrated Assessment
See attached document

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
CABINET MEMBER FOR ENVIRONMENT & CLIMATE CHANGE Combined Authority Transport Pan 2020/21	11 June 2020
CABINET Transport Plan for Growth Programme 2019/20	25 March 2019
CABINET Transport Plan for Growth Programme 2018/19	26th March 2018
CABINET Transport Plan for Growth Programme 2017/18	27th Feb 2017

APPENDIX A

2021-22 COMBINED AUTHORITY TRANSPORT PLAN CAPITAL PROGRAMME

ITB BLOCK THEME	SCHEME OUTPUT / LOCATION	LCR COMBINED AUTHORITY TRANSPORT STRATEGIC OBJECTIVES	WIRRAL COUNCIL PLAN 2025 OUTCOMES	ALLOCATION
Local Journey & Safety Improvements – various locations	<ol style="list-style-type: none"> 1. Bidston Link Road/M53 J1, Bidston & St James: VAS and junction warning measures; 2. Derby Road, Birkenhead & Tranmere: Pedestrian Crossing; 3. Hoylake Road (Borrowdale Road/Joan Ave), Moreton West and Saughall Massie; build out & junction improvements; 4. Kings Lane, Bebington: VAS and junction visibility improvements; 5. Mount Road, Bebington: signage and drainage measures; 6. Reeds Lane/Birkett Avenue, Leasowe and Moreton East: Pedestrian refuge and junction improvements; 7. Bedford Drive, Rock Ferry: Signage improvements; 8. Noctorum Avenue/Noctorum Way, Cloughton: Pedestrian refuge, barrier railings and VAS measures; 9. Market Street, Hoylake and 	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and resilient</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	£410,000

	<p>Meols (Holy Trinity) pedestrian improvements;</p> <p>10. Thingwall Road, Greasby, Frankby and Irby: Refuge;</p> <p>11. Village Road & Mill Lane, Bebington: Traffic management measures</p>			
Traffic Signal Improvements – various locations	<ol style="list-style-type: none"> 1. Borough Road/Singleton Avenue, Prenton & Oxtol: Traffic signal upgrade with improved pedestrian facilities; 2. Heath Road/Cross Lane, Bebington: Pedestrian crossing upgrade; 3. Hoylake Road/Hurrell Road, Bidston & St James: Pedestrian crossing upgrade; 4. Leasowe Road/Heyes Drive, Leasowe and Moreton East: Pedestrian crossing upgrade; 5. King Street/Trafalgar Road, Liscard: Pedestrian crossing upgrade 	<p>Well maintained and resilient</p> <p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p>	<p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	£350,000
Pedestrian Access Improvements – various locations	Dropped kerb facilities focusing on key strategic routes to employment, healthcare, shopping areas etc.	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p>	£150,000

		resilient	A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations	
Public Rights of Way Improvements – various locations	<p>Various low-cost measures to improve Wirral's Footpaths, Bridleways and 'Byways Open to All Traffic'</p> <ol style="list-style-type: none"> 1. Footpath 6, Acres Road, Meols, surface improvements; 2. Footpath 72, Dungeon Wood, revetment to repair; 3. Dibbinsdale Bridge Repairs; 4. Footpath 68 Harrock Wood / footpath 45, new bridge alongside steps; 5. Telegraph Road Cycle Track: clean up and extra dual use signs; 6. Bridleway 3, Park Lane, Meols, access point, new gates etc; 7. Footpath 3 Frankby – RAF Camp: new footbridge over Newton Brook; 8. Footpath 43, new kissing gate and surface improvements; 9. Footpath 12, Birch Heys – Grange Cross Lane path improvements; 10. West Kirby beach RLGC Permissive Path & Board 	<p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Modern, safe, clean, healthy and inclusive journeys</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families;</p>	£80,000

	<p>Walk;</p> <p>11. Footpath 30, Thornton Manor replace sleeper bridges;</p> <p>12. Wirral Circular Trail Signs audit & replacement if missing or damaged;</p> <p>13. B&Q Cycle Track: surface improvements re subsidence;</p> <p>14. Riverview Road – Eastham Country Park Cycle Path improvements</p>			
Transportation – General	Advanced design, forward planning and research monitoring	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and resilient</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	£100,000
Road Safety Education & Promotion	Schemes to be supported by road safety education, training and publicity.	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p>	£60,000

		resilient	A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations	
				£1,150,000

APPENDIX B

2022-25 COMBINED AUTHORITY TRANSPORT PLAN – INDICATIVE LIST FOR CONSIDERATION

ITB BLOCK THEME	SCHEME OUTPUT / LOCATION	INDICATIVE FUNDING ALLOCATION BY BLOCK
Local Journey & Safety Improvements – various locations	<ol style="list-style-type: none"> 1. Leasowe Road/Greanleas Road/Cross Lane junction, Wallasey 2. Spital Road, Church Road, Poulton Road junction, Clatterbridge 3. Kings Road/Kings Lane/Broadway roundabout, Bebington 4. Phased introduction of 20mph speed limits on residential roads 5. Active travel infrastructure measures 6. Extension of School Streets Pilot Project 7. Liveable Neighbourhood Trial Schemes 8. Suicide prevention measures on overbridges 9. Safety measures at locations arising from collision investigations 	40%
Traffic Signal Improvements – various locations	Traffic signal junction and pedestrian crossing upgrades.	30%
Pedestrian Access Improvements – various locations	Dropped kerb facilities focusing on key strategic routes to employment, healthcare, shopping areas etc.	5%
Public Rights of Way Improvements – various locations	Various low-cost measures to improve Wirral's Footpaths, Bridleways and 'Byways Open to All Traffic'.	8%
Transportation – General	Advanced design, forward planning and research monitoring.	6%
Road Safety Education & Promotion	Schemes to be supported by road safety education, training and publicity.	6%
Enforcement & Innovative Technology Improvements	Measures in support of new technology and devolved powers from government	5%

