

ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE**Tuesday, 1 March 2022**

REPORT TITLE:	CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT COMBINED AUTHORITY TRANSPORT PLAN PROGRAMME 2022/23
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report seeks approval for the City Region Sustainable Transport Settlement (CRSTS) Combined Authority Transport Plan (CATP) programme for 2022/23 and suggested indicative programme for future years (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 CRSTS CATP programme contributes to the strategic objectives of the Liverpool City Region Combined Authority Transport Plan and Wirral Plan 2021-26, in particular: working for safe and pleasant communities, active and healthy lives, inclusive economy and working for a sustainable environment.

The services carried out will take place across all Wards.

This report is a Key Decision and included on the Council's Forward Plan.

RECOMMENDATIONS

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

- (1) Authorise the Director for Neighbourhood Services to accept the grant funding allocated to Wirral Council by Liverpool City Region Combined Authority for the 2022/23 City Region Sustainable Transport Settlement Combined Authority Transport Plan programme;
- (2) Approve the proposed City Region Sustainable Transport Settlement Combined Authority Transport Plan programme for 2022/23 as set out in Appendix A to this report, and

- (3) Authorise the Director for 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/S FOR RECOMMENDATIONS

- 1.1 To ensure that the transport capital programme reflects the Combined Authority Transport Plan, Mayoral priorities and the Wirral 2021-26 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 Council could not accept the funding. This is not considered to be an appropriate option given that 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 Council's Road Safety Working Group, Wirral 2021-26 Plan and climate emergency declaration.
- 2.2 The funding could be used for other purposes. This is not considered an appropriate option as it would not meet the conditions of the funding award. Schemes and projects have been developed in line with guidance provided by the Liverpool City Region Combined Authority (LCRCA).
- 2.3 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 have been assessed in line with the priorities and recommendations identified by the Road Safety Working Group and included for consideration in future years programmes. Appendix B to this report sets out an indicative list of schemes for consideration over the next 4 years which will be developed further for potential inclusion within future City Region Sustainable Transport Settlement programmes, subject to available resources.

3.0 LIVERPOOL CITY REGION COMBINED AUTHORITY TRANSPORT PLAN & CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

- 3.1 Since April 2021, the LCRCA have been in discussion with the Department for Transport (DfT) regarding the next round of transport capital funding, which is now known as City Region Sustainable Transport Settlement (CRSTS). The CRSTS is a new, consolidated fund for local transport investment in England's eight large metropolitan areas. The UK Government has committed at least £4.2bn of new money over the next five years, from financial year 2022/23 to financial year 2026/27. Existing funding for small scale transport capital improvement schemes, previously termed Integrated Transport Block (ITB) funding will also be rolled into CRSTS as part of the move towards greater consolidation of transport capital funding streams.
- 3.2 On the 21 January 2022, the LCRCA announced the indicative level of transport funding that authorities were to receive for 2022/23. Until the LCRCA budget for transport is approved, this report proposes to allocate the anticipated CRSTS funding (previously known as Integrated Transport Block funding) in accordance with

the Council's priorities. Wirral Council's funding for 2022/23 is anticipated to be in the region of £1,250,000 (subject to the finalisation of ongoing discussions with the Liverpool City Region Combined Authority), which is an increase in the level of funding awarded in 2021/22). Recommendations in this report are subject to the approval of the LCRCA's budget at its meeting on the 4 March 2022.

- 3.3 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.
- 3.4 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 Plan for Prosperity 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.
- 3.5 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

- 3.6 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 Council's Combined Authority Transport Plan Programme

- 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 Council Plan 2021-26.
- 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 to this report presents the proposed draft 2022/23 Combined Authority Transport Plan delivery programme against an anticipated allocation of £1,250,000. It should be noted that individual schemes deliver against more than one strategic objective and this is summarised in Appendix A.
- 3.10 In compiling the draft programmes contained within this report, an underlying principle has been to include schemes which meet the priorities identified by the Road Safety Working Group including the implementation of borough wide 20mph speed limits in all areas that are predominantly residential, retail, or educational with a focus on creating safe and healthy street environments, which work well for all people and help them live active, healthy lives in areas of good air quality.
- 3.11 The feasibility study for the 20mph speed limit project is expected to be completed by the end of March 2022 and work will shortly be commencing in collecting traffic data across the network. The outcomes of this study will determine the criteria and methodology to be applied in considering 20mph schemes and future requests. Members will be briefed on this approach before prioritising design and delivery of schemes. Details on the timetable for phase one of the project will be shared with Members during June 2022.
- 3.12 Appendix B identifies an indicative programme for inclusion which is subject to finalisation of ongoing discussions with the Liverpool City Region Combined Authority. A further report will be presented to this committee later in the year providing a breakdown and prioritisation of all elements of this programme. Some of the schemes listed include requests for improvements from ward Councillors or residents which will be prioritised according to need or impact and technical or statistical data, surveys or evidence which indicate that a significant problem exists.
- 3.13 Schemes identified within the programme will also have an 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 as set out in Appendix A are proposed to be funded from the City Region Sustainable Transport Settlement indicative allocation for 2022/23 which is anticipated to be £1,250,000 and proposed for inclusion in the Council's Capital Programme for 2022/23. Confirmation of this allocation is awaited from the LCRCA. The proposed £1,250,000 is a component of the CRSTS and is to be used in year to fund transport capital improvement schemes.

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.
- 5.2 Following scheme delivery the Section 151 Officer will be required to sign a declaration confirming that the funding was defrayed in accordance with the grant conditions.
- 5.3 In accordance with the Council's Constitution any amendment to the Capital Programme requested by a Committee or officer in excess of £100,000 is reserved to Policy & Resources Committee.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 All schemes are to be funded from the Combined Authority City Region Sustainable Transport Settlement for 2022/23 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.

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. Funding cannot be rolled forward if programmes of work are not delivered 'in year'.

- 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.
- 7.4 Failure to adhere to the objectives of the DfT national cycling strategy 'Gear Change' and associated technical guidance LTN1/20 may result in the Council failing to meet the standards set by the new Active Travel England body. A new DfT inspectorate body 'Active Travel England' has recently been established and will assess Wirral's performance with respect to sustainable travel outcomes, particularly cycling and walking, which will be taken into account when considering funding allocations. The new Active Travel England funding body will enforce the standards with the aim of raising performance.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Wirral Council has a statutory consultation process 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 Members will recall at the meeting of the Economy, Regeneration and Development Committee on the 4th March 2021 it was agreed to establish an Active Travel Working Group to support the work of this committee. The newly formed Active Travel Members Working Group will also be engaged as these programmes develop.
- 8.4 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 which will be completed at the earliest possible stage.
- 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 and are aligned with regional and Wirral emission targets and support for active transport, as set out in the Liverpool City Region's Pathway to Net Zero Strategy and the Cool2 Climate Change Strategy for Wirral. 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.
- 10.2 Increasing cycling and walking will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle instead of private car harmful emissions will be reduced. Promoting active travel can result in reduced emissions of Nitrogen Dioxide (NO₂), particulate matter (PM) and CO₂ helping to tackle climate change and improve air quality.
- 10.3 Gear Change Strategy identifies that mode shift to active transport is one of the most cost effective ways of reducing transport emissions and that meeting the targets to double cycling and increasing walking would lead to savings of £567million annually from air quality alone and prevent 8,300 premature deaths each year in England and provide opportunity to improve green spaces and biodiversity.

- 10.4 The Combined Authority Transport Plan will support our Sport & Physical Activity Strategy in its role alongside all partners to shape and achieve “good growth” for Wirral; creating great places for people to live, work, learn and enjoy, with active travel solutions linked to walking and cycling, and ensuring Wirral’s infrastructure is sustainable for the future. Keeping leisure provision within local communities and increasing our outreach offer, will all serve to minimise emissions from car usage. Our leisure centres will all have cycle storage and active travel access with associated infrastructure facilities, under the government’s ‘gear change’ initiative, will be considered and implemented where appropriate.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 It is considered that the proposed Combined Authority Transport Plan Integrated Transport Block programme for 2022/23 as set out in Appendix A helps deliver Wirral’s wider Community Wealth Building commitments to deliver a prosperous, inclusive economy that benefits local residents and supports the principles of community wealth building. As the schemes move into the delivery phase, all opportunities to secure community wealth and social value e.g. through Council contracts will be explored.
- 11.2 The programme supports several key Community Wealth Building aims, including: Maximising the Wirral Pound – buying locally wherever possible to support local businesses and employment. Evidence shows that making changes that are good for walking and cycling are also good for local businesses. Local people who walk and cycle spend more in local shops than those who drive as they visit more often and cumulatively spend more.
- 11.3 The project also supports community development – enabling resilient local communities that are more sustainable by protecting the environment, minimising waste and energy consumption and using other resources more efficiently.

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APPENDICES

Appendix A: 2022/23 Combined Authority Transport Plan Capital Programme

Appendix B: 2023-27 Combined Authority Transport Plan – Indicative List For Consideration

Appendix C: LTP3 Integrated Assessment

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

Gear change – A bold vision for cycling and walking

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

Cycle infrastructure design (LTN 1/20)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
ENVIRONMENT, CLIMATE CHANGE & TRANSPORT COMMITTEE Combined Authority Transport Plan 2021/22	16 March 2021
CABINET MEMBER FOR ENVIRONMENT & CLIMATE CHANGE Combined Authority Transport Plan 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