



Constituency Committee - Wallasey - Working Group

This is a meeting of the Working Group of Wallasey Constituency Committee. This meeting is held in public.

Date:	Wednesday, 6 August 2014
Time:	6.00 pm
Venue:	Committee Room 2 - Wallasey Town Hall

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AGENDA

1. APPOINTMENT OF CHAIR

The Working Group will be invited to appoint a Chair for the meeting.

2. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members are asked to consider whether they have any disclosable pecuniary or non pecuniary interests in connection with any item(s) on this agenda and, if so, to declare them and state the nature of the interest.

3. INTEGRATED TRANSPORT BLOCK CAPITAL PROGRAMME FUNDING 2014/15 (Pages 1 - 12)

4. REQUEST FOR PROBLEM SOLVING FUNDING: ENGAGEMENT AND MARKETING ACTIVITY (Pages 13 - 16)

5. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR

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WIRRAL COUNCIL

WALLASEY CONSTITUENCY COMMITTEE WORKING GROUP

6 AUGUST 2014

SUBJECT:	INTEGRATED TRANSPORT BLOCK CAPITAL PROGRAMME FUNDING (2014/15)
WARD/S AFFECTED:	LEASOWE & MORETON EAST; LISCARD; MORETON WEST & SAUGHALL MASSIE; NEW BRIGHTON; SEACOMBE AND WALLASEY.
REPORT OF:	ROAD SAFETY MANAGER
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR GEORGE DAVIES NEIGHBOURHOODS, HOUSING & ENGAGEMENT
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

1.1 This report sets out details of the Integrated Transport Block Capital Programme (2014/15) funding available to Wallasey Constituency Committee and criteria for spend. This report also sets out officer proposals that the Working Group may wish to take into account when considering the allocation of the funding.

2.0 BACKGROUND AND CONTEXT

2.1 The Integrated Transport Block Capital Programme for 2014/15 agreed by Cabinet on 13 March 2014 (minute 178 refers) provides an allocation of £77,750 to each Constituency Committee to be distributed in relation to two objectives which are considered in more detail further below:

- a) Improving Road Safety (£38,875)
- b) Promoting Active Travel and Health (£38,875).

2.2 A number of initiatives are likely to have some cross over benefits between these threads. When the Working Group is making its decisions/recommendations to Wallasey Constituency Committee, it is important to give consideration to schemes which contribute to these outcomes so that the Council fulfils the terms of the Local Transport Plan and continues to attract similar funding streams in the future.

2.3 It should be noted that this funding from Central Government is 'Capital' expenditure as opposed to 'Revenue'. Capital expenditure is on the

acquisition or creation of a tangible fixed asset or expenditure which adds to and not merely maintains the value of an existing tangible fixed asset. Revenue expenditure is the operating costs incurred by the authority during the financial year in providing its day to day services. Distinct from capital expenditure on projects which benefit the authority over a period of more than one financial year.

2.4 Improving Road Safety

2.5 The Council has a statutory duty to undertake road safety (see Appendix 1). In response to this it has an overall good track record for improving road safety and bases much of its programmes of investment on value for money schemes where we can demonstrate a “rate of return” from measures which will reduce the number and/or severity of the road casualty record provided to us by the police. Schemes which seek to improve road safety need to be considered by suitably qualified officers as likely to have a positive contribution to road safety and not be detrimental to it.

2.6 Promoting Active Travel & Health

2.7 Walking and cycling are important modes of travel, both in their own right and in the integration of all other modes such as public transport and the private car. Active forms of transport such as walking and cycling can have significant positive impacts on an individual’s health and wellbeing; they have the potential to make an important contribution to quality of life, providing a generally accessible, clean, healthy and enjoyable way to travel short distances and to enjoy urban and rural public spaces. Also, by enabling access to employment, education and other life opportunities improvements for active modes of transport can make significant improvements to peoples economic, physical and social wellbeing.

2.8 Appendix 2 outlines the typical sorts of schemes that would be of benefit to either Road Safety or Active Travel, or both. The costs identified are indicative estimates for guidance. There are a range of factors including unknown Statutory Undertakers costs that may not be apparent from an initial inspection. A full cost appraisal will determine the actual cost for a particular request. This list is not exclusive, and other measures can be considered.

2.9 Requirement to Consult

2.10 In many cases, there will be a formal statutory process as well as a more informal requirement to advertise schemes to those persons likely to be affected by them and seek objections to schemes. Wallasey Constituency team will be able to support any consultation exercises to better engage with the public.

2.11 Once agreed and designed, schemes will be advertised as appropriate to conform with Council policy and statutory requirements. Any formal objections will be dealt with as follows:

- Initial discussions with objector(s) to clarify scheme; extent and meaning of objection and based on this seek any early resolution/withdrawal;
- If objection(s) cannot be resolved, Officers will compile and present a balanced report on the scheme and objection(s) to a panel of Elected Members (Highways & Traffic Representation Panel);
- Objector(s) can be present at the 'panel' meeting if they choose and may be invited to speak for a short time to outline their objection(s);
- Members of the 'panel' will determine if the scheme should (i) proceed (ii) be amended (iii) be rejected and refer the item to the Regeneration and Environment Policy and Performance Committee for approval of their decision;
- If an objection is overturned, then the scheme will proceed and instructions for the work placed with the relevant contractor.

2.12 Submissions by Elected Members

- 2.13 Elected Members within Wallasey Constituency have previously been invited to submit requests for works to improve road safety and road maintenance. A list was collated by the Constituency Manager in late 2013 following a request made to Elected Members by officers within the Council's Highways Management Division in preparation of its Structural Maintenance Programme for 2014/2015. Comments and costings have been provided by officers where possible in response. This list is attached at Appendix 3. It should be noted that this may not be a definitive list as requests may have been made directly to the respective service area by individual Elected Members.

3.0 OFFICER PROPOSALS

- 3.1 Members may recall that through previous Area Forum schemes, a number of vehicle activated speed warning signs were introduced to make drivers more aware of excess speed. These signs are capable of collecting additional speed data which could be forwarded to the police to assist them in targeting increasingly scarce enforcement resources to those sites and times where speed is evidenced. The signs manufacturer is now in a position to modify such vehicle activated signs to collate the data. It is estimated that a programme to update these signs would cost in the region of £20,000. Members may wish to consider upgrading signs within this Constituency area over a 2 year programme.

4.0 RELEVANT RISKS

- 4.1 Failure to agree the allocation of this spend may result in a loss of funding allocation. Decisions need to be made in good time to enable feasibility and costings to be assessed prior to works being contracted.

5.0 OTHER OPTIONS CONSIDERED

- 5.1 This report seeks the views of Members, together with local suggestions, for schemes that meet the aspirations of the Integrated Transport Capital

Programme and improve road safety and/or promote sustainable travel which could be further developed.

6.0 CONSULTATION

6.1 Elected members and community representatives have the opportunity to participate in all Constituency Committee Working Group meetings.

7.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

7.1 Community Representatives have the opportunity to participate in all Constituency Committee Working Group meetings.

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

8.1 This report has implications for the expenditure of budget allocated to Wallasey Constituency Committee.

9.0 LEGAL IMPLICATIONS

9.1 There are no implications under this heading.

10.0 EQUALITIES IMPLICATIONS

10.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?

Yes and impact review can be found at the link below (Progressing Neighbourhood Working).

<http://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-2010/chief-executives>

11.0 CARBON REDUCTION IMPLICATIONS

11.1 Schemes that assist pedestrians or cyclists support a reduction on reliance upon the private motor vehicle and therefore assist in reducing the overall carbon footprint - key aims within the Merseyside Local Transport Plan.

12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

12.1 There are no implications under this heading arising from the recommendation of this report.

13.0 RECOMMENDATIONS

13.1 The Constituency Committee Working Group either agrees or makes recommendations to Wallasey Constituency Committee (subject to the number of Elected Members present) a list of works/scheme for officers to assess feasibility and obtain costings.

13.2 The Constituency Committee Working Group meets during early October 2014 to either agree or make recommendations to Wallasey Constituency

Committee (subject to the number of Elected Members present) of the allocation of this spend.

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REFERENCE MATERIAL

None.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet – Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2014/15	13 May 2014
Wallasey Constituency Committee – Constituency Priorities and Spend	26 June 2014

Local Authorities' Statutory Duty to Provide Road Safety

The 1988 Road Traffic Act, Section 39

39 (1) The Secretary of State may, with the approval of the Treasury, provide for promoting road safety by disseminating information or advice relating to the use of roads.

39 (2) Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.

39 (3) Each local authority –
[a] must carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area,

[b] must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of the roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority (in Scotland, local roads authority) and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and

[c] in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

Local Authorities' Statutory Duty to Provide Road Safety

Scheme Type	Pros	Cons
<p>Traffic Regulation Orders (TROs) Generally to prohibit parking (including verge or pavement parking).</p> <p>(Estimated cost approximately £1,000 to £4,000 depending on scheme extent)</p>	<p>May assist regulate areas of concern.</p>	<p>Will need formal advertisement. Can have a significant effect on businesses or residents. If too onerous, drivers may not be willingly comply leading to an enforcement burden.</p>
<p>Pedestrian refuge islands</p> <p>(Estimated cost approximately £13,000)</p>	<p>Provide a staging area enabling pedestrians to cross roads in two 'bites'. Can contribute to speed management acting as a form of calming device.</p>	<p>Require a minimum road width (depending on traffic route e.g. buses). Can restrict parking nearby and may need an additional TRO.</p>
<p>Traffic Calming (Physical measures)</p> <p>(Estimated cost dependent on scheme area covered)</p>	<p>Variety of types can be used including road humps, cushions, chicanes, build outs, etc. Self enforcing measure working 24/7. Effectively guarantees speed reduction and unlikely to need further (police) enforcement action in scheme area.</p>	<p>Will need formal advertisement.</p>
<p>20mph Speed Limit Orders</p> <p>(Estimated cost dependent on scheme area covered)</p>	<p>Ideally need to be considered as part of an area approach to speed reduction. Can reduce traffic speeds. Not as costly as physical measures</p>	<p>Will need formal advertisement. Generally not self-enforcing and may need police presence to enforce. Generally not as effective at reducing speeds as physical measures.</p>
<p>Traffic Signs and Road Markings</p> <p>(Estimated cost £200 to £3,000 but varies on scheme extent and type of signs/markings required).</p>	<p>Comparatively inexpensive.</p>	<p>Some measures may need TROs. Must comply with Department for Transport regulations and need to be consistent with national</p>

		policy/application.
Cycle Lane Marking	Comparatively inexpensive	Require a minimum road width (depending on traffic route e.g. buses) and may need an additional TRO.
Vehicle Activated Signs (Estimated cost £7,000 to £9,000)	Visually prominent. Impactive on those drivers triggering the unit.	Need good location for solar power. Need to comply with Department for Transport regulations for type and settings. Over provision dilutes impact of message..
Cycle Parking Provision (Estimated cost £250)	Comparatively inexpensive	May be difficult to site in some circumstances.
Bitumen cyclepath (£110/m)	Assists/encourages off road cycle use.	May be difficult to obtain a contiguous route.
Puffin/Toucan Crossings (Estimated cost £67,000 to £80,000)	Assists pedestrians to cross.	Will need formal advertisement. Can restrict parking due to controlled area.
Pedestrian dropped kerbs (Estimated cost £1,600 per pair)	Assists mobility for people with mobility issues; the elderly and people with prams; etc.	Some locations may not be practicable and may need additional work.

**STRUCTURAL MAINTENANCE PROGRAMME 2014/15
SUGGESTED SCHEMES FOR CONSIDERATION**

NAME OF CONSTITUENCY

WALLASEY

NAME OF STREET / Road	WARD	LIMITS (eg FROM / TO or ALL)	Road OR FOOTWAY	COUNCILLOR NAME	Officer comments
Chapelhill Road	Leasowe & Moreton East	From Hoylake Road to Carnsdale Road (Carnsdale Road side only)	Footway	(former) Cllr Ian Lewis	will be in h/way programme
Franklin Road	Leasowe & Moreton East	Odds side, from Hudson Road to Baffin Close including area surrounding grass verge. 54-107 at junction with Mackenzie Road potholes.	Footway	(former) Cllr Ian Lewis/Cllr Anita Leech/Cllr Ron Abbey	£7,000
West Way	Leasowe & Moreton East	Junction with Pasture Avenue and West Way Square	Road	Cllr Ian Lewis/Cllr Anita Leech/Cllr Ron Abbey	£6,000 approx
Chapelhill Road	Leasowe & Moreton East	216-218 - drop kerb area and adjoining pavement area	Footway	Cllr Anita Leech/Cllr Ron Abbey	
Chapelhill Road	Leasowe & Moreton East	206-208 - drop kerb area	Footway	Cllr Anita Leech/Cllr Ron Abbey	
Carnsdale Road/Chapehill Rd	Leasowe & Moreton East	Conition of pedestrian crossings (CRM739839) - this might be linked to entries above?	Footway	Cllr Anita Leech/Cllr Ron Abbey	for drop xing approx £6,000
Chapelhill Road	Leasowe & Moreton East	Footway outside school (CRM739832)	Footway	Cllr Anita Leech/Cllr Ron Abbey	
Sunfield Road	Leasowe & Moreton East	ALL (poor condition)	Road	Cllr Anita Leech/Cllr Ron Abbey	£40,000
Wilkes Avenue	Leasowe & Moreton East	Ramp on the corner of the road area has potholes and is unsafe for wheelchair users	Footway	Cllr Anita Leech/Cllr Ron Abbey	Being quoted for under 'road safety' by Dave Rees

**STRUCTURAL MAINTENANCE PROGRAMME 2014/15
SUGGESTED SCHEMES FOR CONSIDERATION**

NAME OF CONSTITUENCY

WALLASEY

NAME OF STREET / Road	WARD	LIMITS (eg FROM / TO or ALL)	Road OR FOOTWAY	COUNCILLOR NAME	Officer comments
Murrayfield	Leasowe & Moreton East	87-97 road surface	Road	Cllr Anita Leech/Cllr Ron Abbey	repaired if actionable
Kellet Road	Leasowe & Moreton East	ALL road plus footpath area outside 32-36	Road & Footpath	Cllr Anita Leech/Cllr Ron Abbey	Included in structural maintenance programme
Grant Road	Leasowe & Moreton East	54-107 - potholes at junction with Mackenzie Road	Road	Cllr Anita Leech/Cllr Ron Abbey	all necessary repairs will be carried out, to surface treat £30,000
Oxley Avenue	Leasowe & Moreton East	Whole road plus the area at the side of garages n.70 and n.19-21 in front of the gates to Leasowe Primary School.	Road	Cllr Anita Leech/Cllr Ron Abbey	Included in structural maintenance programme
Cameron Road	Leasowe & Moreton East	Outside number 2 - speed bump needs attention	Road	Cllr Anita Leech/Cllr Ron Abbey	if actionable will be repaired
Franklin Road	Leasowe & Moreton East	In the area of 1-7 Baffin Close - potholes. Also the footpath outside 35-49.	Road & Footpath	Cllr Anita Leech/Cllr Ron Abbey	if actionable will be repaired
Orchard Road	Leasowe & Moreton East	Outside number 30 - road	Road	Cllr Anita Leech/Cllr Ron Abbey	if actionable will be repaired
Percy Road	Seacombe	ALL	Road	Cllr John Salter/Cllr Chris Jones/Cllr Adrian Jones	£35,000
Palatine Road	Seacombe	Pothole (corner with Percy Road)	Road	Cllr John Salter/Cllr Chris Jones/Cllr Adrian Jones	if actionable will be repaired
Devonshire Road. CH49 6NN	MWSM	ALL	Road	Cllr. Steve Williams	£40,000
Jasmine Close. CH49 4QE	MWSM	ALL	Road	Cllr. Steve Williams	£6,000
Burrell Drive, CH46 0TG	MWSM	ALL	Road	Cllr. Steve Williams	£7,000

**STRUCTURAL MAINTENANCE PROGRAMME 2014/15
SUGGESTED SCHEMES FOR CONSIDERATION**

NAME OF CONSTITUENCY

WALLASEY

NAME OF STREET / Road	WARD	LIMITS (eg FROM / TO or ALL)	Road OR FOOTWAY	COUNCILLOR NAME	Officer comments
ALL ROADS AND PAVEMENTS WITHIN MORETON WEST & SAUGHALL MASSIE WARD IDENTIFIED FOLLOWING INSPECTION	MWSM	ALL	Road/Footway	Cllr Chris Blakeley	
Martins Lane	Liscard	ALL	Road	Cllr Bernie Mooney	Included in structural maintenance programme
Trafalgar Lane	Liscard	PART	Road	Cllr Bernie Mooney	£6,000
Love Lane	Liscard	ALL	Road	Cllr Bernie Mooney	South west end included in structural maintenance programme
Rice Lane	Liscard	PART	Road	Cllr Bernie Mooney	
Greenwood Lane	Liscard	ALL	Road	Cllr Bernie Mooney	
Urmston Road	Liscard	ALL	Road	Cllr Bernie Mooney	
Silverlea Avenue	Liscard	ALL	Road	Cllr Bernie Mooney	Included in structural maintenance programme
Merton Road	Liscard	ALL	Road	Cllr Bernie Mooney	£8,000
Darlington Street	Liscard	Potholes	Road	Cllr Bernie Mooney	will be repaired if actionable
Rice Lane	Liscard	ALL	Road	Cllr Bernie Mooney	£40,000
All roads in Wallasey	Wallasey	ALL	Road	Cllr Leah Fraser	
Farndon Avenue/Sandy Lane	Wallasey	Dropped kerbs require replacement	Footway	Cllr Leah Fraser	approx cost per xing £5,000
Cameron Road	Leasowe & Moreton East	ALL	Road	Cllr Anita Leech	£45,000

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WIRRAL COUNCIL

WALLASEY CONSTITUENCY COMMITTEE WORKING GROUP

6 AUGUST 2014

SUBJECT:	REQUEST FOR PROBLEM SOLVING FUNDING: ENGAGEMENT AND MARKETING ACTIVITY
WARD/S AFFECTED:	LEASOWE & MORETON EAST; LISCARD; MORETON WEST & SAUGHALL MASSIE; NEW BRIGHTON; SEACOMBE AND WALLASEY.
REPORT OF:	CONSTITUENCY MANAGER
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR GEORGE DAVIES NEIGHBOURHOODS, HOUSING & ENGAGEMENT
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report requests that Wallasey Constituency Committee Working Group either recommends to Wallasey Constituency Committee or agrees (subject to the number of Elected Members present at the meeting) the allocation of Problem Solving Funding to help deliver engagement and marketing activity within its six wards.

2.0 BACKGROUND AND CURRENT POSITION

- 2.1 On 26 June 2014, Wallasey Constituency Committee adopted a Community Engagement Strategy and Communication Plan for the Constituency (minute 7 refers).
- 2.2 Marketing activity undertaken within the Constituency which has had a cost implication (such as the production of leaflets advertising the Committee and 'Have Your Say' meetings) was met during the last financial year through using unspent allocations of the central marketing budget, on an ad hoc basis. This budget for the 2014/2015 and 2015/2016 financial years is fully allocated to deliver campaigns related to corporate priorities and to support the Future Council consultation project and is therefore not available to support activity and projects specific to the Committee.
- 2.3 Therefore, to ensure the Committee is able to resource print, advertising and other costs associated with the Community Engagement Strategy and Communication

Plan it is necessary to allocate funding from the Constituency budget to support this activity.

- 2.4 It is anticipated that an allocation of £1,000 will be required for the remainder of 2014/15.

3.0 RELEVANT RISKS

- 3.1 Community engagement (and associated marketing activity) is a key element of neighbourhood working.

4.0 OTHER OPTIONS CONSIDERED

- 4.1 Where appropriate nil cost methods of engagement and marketing communications have and will continue to be utilised.

5.0 CONSULTATION

- 5.1 Community representatives have the opportunity to participate in Constituency Committee Working Groups.

6.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 6.1 Community representatives are part of Wallasey Constituency Committee and the voluntary, community and faith sector are integral to neighbourhood working.

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

- 7.1 A funding allocation is required to ensure that the Constituency's Community Engagement Strategy and Communication Plan are delivered as effectively as possible.

- 7.2 The identification of opportunities to co-ordinate engagement and marketing activities with colleagues and partners to reduce duplication and share resources will continue.

8.0 LEGAL IMPLICATIONS

- 8.1 Neighbourhood working helps the Council to deliver on the Localism Act 2011 and Public Services (Social Value) Act 2012.

9.0 EQUALITIES IMPLICATIONS

- 9.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?

Yes and impact review can be found at the link below (Progressing Neighbourhood Working).

<http://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-2010/chief-executives>

10.0 CARBON REDUCTION IMPLICATIONS

10.1 This report has no carbon reduction implications.

11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

11.1 This report has no direct planning and community safety implications.

12.0 RECOMMENDATION/S

It is recommended that:

12.1 Wallasey Constituency Committee Working Group either agrees or makes recommendations to Wallasey Constituency Committee (subject to the number of Elected Members present at the meeting) the allocation of £1,000 from its Problem Solving Fund for marketing and engagement activity to be delivered by Wallasey Constituency Team.

13.0 REASON/S FOR RECOMMENDATION/S

13.1 To create maximum opportunities for communities to be engaged and involved in the work of the Constituency Committee.

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REFERENCE MATERIAL

None.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet – Neighbourhood Working	24 January 2013
Council – Neighbourhood Working	11 February 2013
Cabinet – Neighbourhood Working – Proposed Operating Model	23 May 2013
Wallasey Constituency Committee – Committee Handbook	26 June 2014

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