



Cabinet

Date: Monday, 20 July 2015

Time: 3.00 pm

Venue: Committee Room 2 - Wallasey Town Hall

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AGENDA

1. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members of the Cabinet 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.

2. MINUTES

The minutes of the last meeting have been printed and published. Any matters called in will be reported at the meeting.

RECOMMENDATION: That the minutes be approved and adopted.

ECONOMY

3. HOYLAKE GOLF RESORT (Pages 1 - 8)

HIGHWAYS AND TRANSPORT

4. SUSTAINABLE TRANSPORT ENHANCEMENTS PACKAGE (STEP) (Pages 9 - 16)

5. TRANSPORT PLAN FOR GROWTH PROGRAMME 2015/16 (Pages 17 - 30)

6. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR (PART 1)

To consider any other business that the Chair accepts as being urgent.

7. EXEMPT INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC

The following item contains exempt information.

RECOMMENDATION: That, under section 100 (A) (4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following item of business on the grounds that it involves the likely disclosure of exempt information as defined by the relevant paragraph 3 of Part 1 of Schedule 12A (as amended) to that Act. The Public Interest test has been applied and favours exclusion.

ECONOMY

8. HOYLAKE GOLF RESORT - EXEMPT APPENDICES (Pages 31 - 38)

Appendix 1 to agenda item 3.

Exempt by virtue of paragraph 3 as it contains commercially sensitive information.

9. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR (PART 2)

To consider any other business that the Chair accepts as being urgent.

WIRRAL COUNCIL

CABINET: 20TH JULY 2015

SUBJECT:	HOYLAKE GOLF RESORT
WARD/S AFFECTED:	ALL WARDS WILL BE AFFECTED BY THIS REPORT
REPORT OF:	STRATEGIC DIRECTOR REGENERATION & ENVIRONMENT
RESPONSIBLE PORTFOLIO HOLDER:	REGENERATION AND PLANNING STRATEGY
KEY DECISION	YES

1.0 EXECUTIVE SUMMARY

- 1.1 This report requests Members to note the significant progress made with regard to taking forward the Hoylake Golf Resort project, to authorise the announcement of the Nicklaus Joint Venture Group (NJVG) as the Council's Preferred Development Partner on a conditional basis. This action will precede the commencement of the stand still period prior to the signing of a formal development agreement. With this security the development partner can then finalise their financial arrangements, make further progress on designing the golf resort and to make preparations for the submission of a planning application. Closure of the Competitive Dialogue phase of the project will also allow a period of extensive public consultation to commence. The second part of this report sets out further financial details and is exempt under Schedule 12A of the Local Government Act 1972 due to the commercial sensitivities of that information.

2.0 BACKGROUND

- 2.1 Developing a world class international golf resort in Hoylake has been a long term aspiration of the Council given the proximity of Council owned farm land to the Royal Liverpool Golf Club (RLGC). The RLGC has a special place in the history of golf particularly "links style" golf and the name of Hoylake is known world-wide. Over a long history the course has hosted many prestigious international tournaments including the Open Championship on numerous occasions, most recently in 2014. Inclusion of the project in a range of Council strategic policy documents including the Investment Strategy illustrates the importance placed on the golf resort concept as a driver for significant regeneration and economic development in Wirral.
- 2.2 In 2004 a number of studies were commissioned to shape the project and gauge demand and the viability of the concept. These studies and strategies include;
- Regeneration Plan 2004 (BDP)
 - Needs Assessment 2006 (Capita Symonds)
 - Technical Assessment of Land 2007 (Capita Symonds)
- 2.3 The key conclusions from these studies were that Wirral and Hoylake has an excellent opportunity to deliver and sustain a unique golf based resort offer. The Needs Assessment in particular concluded that a golf resort in the proposed target area

would build upon the England's Golf Coast brand and address regional demand for a high quality associated hotel. As the Council is the principal land owner it gives the platform to use this controlling influence to promote the golf resort concept and facilitate further land assembly to create the necessary land footprint required.

- 2.4 The economic recession in 2008 with the associated impact on the property market effectively slowed progress until the project was revived again as the market was seen to improve and the need for economic development intensified. The project was re-launched at the Ricoh Women's Open on 14th September 2012 and 23 expressions of interest were received from leading companies across the world. Taking forward this renewed interest and previous decisions, Cabinet on the 11th July 2013 approved the appointment of a specialist consultant team to support the in-house delivery team through the Competitive Dialogue process (minute 42). The consultant team was co-ordinated and project managed by Aecom consisting of experts in the procurement of international leisure and sporting development projects, IPW, DTZ with regard to the hotel and property sector and a specialist golf design consultant Kevin Munt (KMGC). Legal support was provided by Pinsent Mason LLP and additional Planning advice was sought from Cassidy and Ashton.
- 2.5 Additional soft market testing was undertaken and further market review took place in August 2013. This renewed activity cumulated in 4th October 2013 with the issuing of a notice in the Official Journal of the European Union (reference 2013/S 196 - 337612) inviting expressions of interest from potential private sector partners to engage in a competition for the right to develop a world class golf resort in Hoylake.
- 2.6 The benefits to Wirral of a world class golf resort are many particularly viewed within the wider context of England's Golf Coast which links Royal Liverpool, Royal Birkdale and Royal Lytham into an attractive and highly marketable offer for international and UK based visitors. The addition of a new Nicklaus signature course, hotel and a links course academy lifts the existing offer onto a significantly more attractive level. England's Golf Coast currently lacks a quality hotel on site and the clustering of venues in close proximity together with the links academy will be unique in England. The involvement of international trading names on the golf and hotel fronts will have an immediate impact creating interest and demand in the area and recapture some of that demand currently displaced to Liverpool and beyond.
- 2.7 All the job estimates within the bid document are based on live data sourced from a similar operational golf resort in South Wales. It has been calculated that the Hoylake Golf Resort could create a total of 175 direct jobs once the operation was mature. The two main job elements will be on the golf and clubhouse operational side of the business, 86 jobs and 67 jobs on the operation of the hotel. The bid also estimates that the construction of the championship golf course, hotel, club house and infrastructure would create a total of 168 construction jobs. The construction of the residential element of the scheme could create a further 50 jobs.
- 2.8 The indirect benefits of the project are more difficult to state at this stage of the development but detailed modelling work will be undertaken to quantify the wider economic benefits of the project at the next stage of development. At this point in time, based on live data, the casual golf visitors could grow from 1,800 in year one to around 3,000 in year five. Golf society and corporate days start at 1,565 in year one and grow by 1,100 over the next five years. The visitor numbers will drive the indirect

benefits as spend spreads to the wider economy in Wirral, Liverpool and Chester. The multiplier effect of salaries combined with local sourcing of produce and other services will boost local economic impacts.

- 2.9 The bidder also has experience of supporting local schools by providing work experience for year 9 and 6th form students interested in pursuing careers in the hotel, golf and leisure industry. Apprenticeship opportunities would also be made available to local people.
- 2.10 This project coincides with the strategic review of municipal golf courses being undertaken by the Council. However, the Golf Resort is considered because of its size, scale and unique offer to be of regional and international significance that it should be considered on its merits separately from the review process. There may be additional economic spin-off benefits for the development of golf in Wirral which may benefit some of Wirral's existing higher profile municipal courses.

3.0 THE PROCURMENT PROCESS

- 3.1 Given the complexity of this project and in particular the need to engage and collaborate with specialist private sector developers and flesh out how a viable golf resort could be put together, it was decided to utilise the Competitive Dialogue procurement methodology as a means of securing a preferred development partner. This method facilitates a controlled but constructive dialogue process between bidders and the Council to allow the best solution to evolve. Using the competitive dialogue process the best possible solutions can be explored and ultimately the Council's aspirations can be tested by experienced private sector developers.
- 3.2 Following the issuing of the Notice in the Official Journal of the European Union (4th October 2013) an Information Memorandum and a Site Summary Report was produced to support the dialogue process and explain the Council's vision for Hoylake. An advert was also placed in the Estates Gazette on two occasions and a press release was issued 7th October 2013. A Pre-Qualification Questionnaire (PQQ) was issued. From the nine responses received, five Bidders were invited to participate in Competitive Dialogue with the Council.

The Invitation to Participate in Dialogue (ITPD) was issued and commenced with structured workshops over two days 16th & 17th December 2013 which included an escorted site visit. The Council used the sessions to set out the vision for the golf resort as a concept highlighting the unique opportunities and inviting comments and proposals from experienced developers within the leisure sector. At the outset the Council made it clear that all bids would be evaluated against 4 main criteria that were weighted accordingly;

- Meeting the Council's Vision - 20%
- Deliverability - 35%
- Commercial Viability - 30%
- Commercial Terms - 15%

- 3.3 All of the criteria were important but the ability to deliver the Council's aspirations was paramount. All five bidders actively engaged in the process which proved to Officers that the vision was not merely aspirational but that serious and creditable figures

within the industry shared and embraced the Council's vision for a golf resort in Hoylake. Structured formal dialogue continued over the intervening months until the point where the Council decided there was sufficient clarification to enable the bid proposals to be evaluated and scored. During this period of structured formal dialogue one bidder decided to withdraw from the process (16th January 2014) after clarification of Council policy. A second round of ITPD sessions were held on 20th & 27th January 2014 for clarification purposes and a deadline for ITPD submissions was set as 20th February 2014. Four submissions were received and evaluated. A bid score moderation meeting was held on 21st March 2014 and two were shortlisted to progress to the next stage of the competition and remain in dialogue with the Council. On 15th April 2014 they were both issued with an Invitation to Continue in Dialogue (ITCD) after passing further Gateway criteria. Effectively the bidders entered into phase two of the dialogue process which enabled for more detailed and specific discussions with each of the bidders and further consideration of the proposals and options. The process allowed Officers and the advisory team to use the competitive element of the dialogue to drive up scheme value. One of the last two bidders subsequently decided to withdraw their bid (21st May 2014).

- 3.4 The remaining bidder in the process was and remains the Nicklaus Joint Venture Group (NJVG). The NJVG were informed that they were the sole remaining bidder but that formally the dialogue process remained open in order to optimise the final bid received by the Council. In January 2015 the NJVG was issued with a notice signalling the closure of the Technical and Commercial Viability dialogue and requested submission of the Draft Final Tender on these two areas. This Final Tender has been evaluated by the Council supported by the Advisory Team moderated and with regards to the technical and commercial viability aspects, the bid has deemed to have met and exceeded the evaluation criteria. The legal aspects of the bid, including the Development Agreement, are dealt with further in the exempt part of this report (Appendix One). Legal advice was provided by Pinsent Mason and also by Queen's Counsel.
- 3.5 Subject to Members approval to this report and the signing of the project Development Agreement the Council can proceed to close dialogue and come out of the formal procurement phase. This action will enable preparations to be made for public consultation and further development of the scheme leading towards the commencement of various technical studies and impact assessments necessary for the submission of a planning application. Further reports will be brought to Members at every key stage as the project moves forward.

4.0 OTHER OPTIONS CONSIDERED

- 4.1 The scheme as proposed by the NJVG was the outcome of a competitive procurement process that through extensive and structured dialogue whittled down alternative solutions to the preferred one presented to Members in this report.

5.0 CONSULTATION

- 5.1 The principle of a new golf resort at Hoylake has been discussed with key stakeholders including Royal Liverpool Golf Club and the Royal & Ancient Golf Club. The public have been informed via local constituency meetings and by the local press however this engagement has been limited and lacking in detail as the Council have

been fully engaged with the closed formal procurement process. As referred to above statutory public consultation will form an important part of the process of seeking planning permission. Prior to undertaking consultation as part of the planning process the Council will undertake a separate extensive public consultation exercise designed to seek comments and capture local opinion. This project is consistent with the principles of Wirral Council's Investment Strategy which provides the framework for economic development activity across the Borough.

6.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

6.1 None

7.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS.

7.1 None directly arising from this report.

8.0 RESOURCE IMPLICATIONS, FINANCIAL, IT, STAFFING AND ASSETS

8.1 Future specialist consultancy support for the Council will be resourced by the NJVG as part of the agreement with the Council. Previously approved budgets have been expended. Other financial, staffing and asset implications are dealt with within the exempt paper appended to this report.

9.0 LEGAL IMPLICATIONS

9.1 The views of Queen's Counsel have been obtained to ascertain whether the Council can use its General Power of Competence (GPOC) pursuant to section 1 Local Government Act 2011 to provide the proposed financial arrangements discussed in the exempt appendix. Legal opinion was also sought with regard to potential State Aid issues arising in respect of the scheme details. On both issues the legal opinion was positive; the Council can proceed and there are no State Aid issues arising.

9.2 Throughout the procurement phase of the project legal advice has been provided by Pinsent Masons to ensure compliance with OJEU procedures. Pinsent Masons also drafted the Lock Out and Confidentiality Agreements with land owners and in moving Council tenants onto more flexible Farm Business Tenancies.

10.0 EQUALITY IMPLICATIONS

10.1 The potential impact has been reviewed with regard to equality and links to the existing EIA conducted for Wirral's Investment Strategy. <http://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-2010-0>.

10.2 The commissioning of a bespoke Equality Impact Assessment will be considered.

11.0 CARBON REDUCTION IMPLICATIONS

- 11.1 There are no carbon reduction implications arising directly out of this report although sustainable design principles will be deployed to maximise positive environmental impacts. Future reports will provide more detail with regard to this issue particularly when a full Environmental Impact Assessment has been prepared.

12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

- 12.1 The facilities associated with the proposed Golf Resort would be located within the Green Belt (subject to Policy GB2 of the Council's adopted Unitary Development Plan), and within an Area Requiring Landscape Renewal (Policy LAN1, Policy LA3 and Proposal LA4 refer).
- 12.2 The National Planning Policy Framework (NPPF) will be an important material consideration alongside the emerging Core Strategy Local Plan. The Proposed Submission Draft Core Strategy Local Plan for Wirral was published in December 2012 and seeks to preserve and enhance the openness and rural character of the Rural Area, subject to national Green Belt controls. The final Core Strategy is expected to be published later in 2015 before being submitted to the Secretary of State for public examination. The Hoylake Community Planning Forum is in the process of preparing their draft Neighbourhood Development Plan for submission to the Council later in 2015, which is likely to include proposals to develop a masterplan around the Carr Lane area.
- 12.3 While a golf course could potentially be consistent with Green Belt policy set out in the NPPF and the UDP, any new built facilities associated with the Golf Resort would, in all likelihood, be classed as 'inappropriate development', which is by definition, considered harmful to the Green Belt and should not be approved, except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt, by reason of inappropriateness and any other harm, is clearly outweighed by other considerations. The intention to approve inappropriate development must be referred to the Secretary of State before planning permission can be granted. Any planning application for the golf resort project would also need to be supported by a range of other assessments including:
- Environmental Impact Assessment (subject to screening)
 - Traffic Impact Assessment/Transport Assessment
 - Flood Risk Assessment
 - Habitats Regulations Assessment (subject to screening)
 - A Design and Access Statement
 - A Planning and Regeneration Statement

13.0 RECOMMENDATIONS

- 13.1 That Members agree to appoint the Nicklaus Joint Venture Group as the Council's preferred development partner and that upon serving the necessary notices and standstill period to formally close the Competitive Dialogue process.
- 13.2 Members agree to the principles set out in this report and approve further discussions as detailed in the exempt appendix.

14.0 REASON FOR RECOMMENDATIONS

- 14.1 To facilitate the announcement of the preferred development partner and to allow the Hoylake Golf Resort project to move into the post procurement phase.

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WIRRAL COUNCIL

CABINET

20TH JULY 2015

SUBJECT:	SUSTAINABLE TRANSPORT ENHANCEMENTS PACKAGE (STEP)
WARD/S AFFECTED:	ALL
REPORT OF:	KEVIN ADDERLEY, STRATEGIC DIRECTOR FOR REGENERATION AND ENVIRONMENT
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR STUART WHITTINGHAM HIGHWAYS AND TRANSPORT
KEY DECISION?	YES

1.0 EXECUTIVE SUMMARY

- 1.1 On the 17th April 2015, the Liverpool City Region Combined Authority approved the Major Scheme Business Case 'A STEP Change for Growth' for the Sustainable Transport Enhancements Package (STEP) to enable scheme promoters to draw down allocated Growth Deal funding to commence the delivery of STEP schemes.
- 1.2 On the 12th May 2015, the Combined Authority confirmed the Wirral element of the Growth Deal STEP funding for years 2015/16 and 2016/17.
- 1.3 This report seeks Cabinet approval to accept the £1,700,000 STEP capital funding and allocate it as outlined in the report.

2.0 BACKGROUND AND POLICY CONTEXT

- 2.1 As part of the Growth Deal announcement in July 2014, the Government allocated a total of £41.4m to the Liverpool City Region for Sustainable Transport improvements over a six year period from 2015/16 to 2020/21. £13,800,000 of capital funding is available for the first 2 years.
- 2.2 The accountable body for this devolved funding is the Combined Authority, supported by the Merseytravel Committee as the Executive Body. The approval process is set out in the Liverpool City Region Assurance Framework, which was updated in May 2014 to reflect the creation of the Combined Authority. The Combined Authority (CA) is now the executive decision making body with responsibility for the policy and funding arrangements that were previously the responsibility of the Department for Transport. In making these decisions the CA is guided by the principles set out in the Assurance Framework. A copy of the Assurance Framework is available at <http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/STEP/Appendix%20A%20Liverpool%20City%20Region%20Assurance%20Framework.pdf>

- 2.3 The aim of the STEP schemes is to improve transport links, address key pinch points on the network, remove transport barriers and broaden travel choices available to Liverpool City Region visitors and residents. The overarching objectives for STEP are as follows;
- Support economic growth in the Region, particularly around the Strategic Economic Plan Growth Sites, to further the objectives of the Growth Plan;
 - Build on the ongoing sustainable transport initiatives in the LCR to further expand the Region's multi modal transport network;
 - Complement the ongoing Major Transport Schemes programme by providing smaller scale sustainable transport investments;
 - Remove travel barriers for local residents, helping to address socio-economic issues in the Region; and
 - Improve transport provision to capitalise on growth in sectors of the economy where the Liverpool City Region has a competitive advantage, particularly the low carbon and visitor economy sectors.
- 2.4 Officers from across the Liverpool City Region have worked together to develop a robust programme of schemes for the STEP programme, ensuring that clear linkages are demonstrated with other Liverpool City Region Major Transport Schemes, the City Regions Strategic Economic Plan and the City Region Growth Deal. A detailed Major Scheme Business Case for STEP, 'A STEP Change for Growth', has been developed to demonstrate how the schemes support growth in the City Region and detail the wider benefits of the schemes, such as reducing congestion or reducing carbon emissions.
- 2.5 In order to maximise the benefits from the STEP investment, the programme is geographically targeted at seven Growth Zones, which align with the key areas of investment targeted in the Strategic Economic Plan. These zones are:
1. Liverpool City
 2. Mersey Waterfront
 3. Port and Hinterland
 4. Mersey Gateway
 5. A41 Corridor
 6. Eastern Investment Area
 7. Coastal Towns

The STEP investments for years one and two are focussed on Growth Zones 1 to 6. Investment in Growth Zone 7 Coastal Towns is planned for years three to six. The STEP will invest in new pedestrian and cycle infrastructure, bus and rail upgrades, public realm improvements and support a door to door sustainable travel experience through local improvement grants. In total 38 schemes will be delivered across the City Region in years one and two.

- 2.6 On the 17th April 2015, following submission of the STEP Major Scheme Business Case, the Combined Authority approved the programme for years 1 and 2 of the Sustainable Transport Enhancements Package (STEP). This business case 'A STEP change for Growth' is available to view at

<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/STEP.aspx>. The delivery programme for years three to six is currently under development and will be submitted to the Combined Authority for approval at a later date.

3.0 WIRRAL'S SUSTAINABLE TRANSPORT ENHANCEMENTS PACKAGE

3.1 Wirral submitted schemes totalling £1,700,000 out of the £13,800,000 of capital funding available for the first 2 years of the programme. Schemes submitted for STEP funding were required to support the ambitions of the LCR Strategic Economic Growth Plan and link into committed developments within 7 designated growth zones within the LCR.

3.2 On the 12th May 2015 the Combined Authority provided notification of the Wirral element of the Liverpool City Region STEP Major Scheme for the financial years 2015/16 and 2016/17 as follows;

Wirral	2015/16	2016/17	Total
STEP funding	£900,000	£800,000	£1,700,000

3.3 The Wirral schemes support Growth Zones two and five, the Mersey Waterfront and A41 Corridor respectively. The objectives of Mersey Waterfront Growth Zone are to;

- Support investment and regeneration by accommodating business, leisure and residential developments on both sides of the Waterfront through sustainable transport enhancements.
- Increase the attractiveness of the Mersey Waterfront by improving the quality of the public realm and reducing carbon emissions
- Reduce severance for pedestrians and cyclists on the Western side of the Merseyside

3.4 The objectives of the A41 Corridor Growth Zone are to;

- Provide sustainable access to employment opportunities for local residents by providing pedestrian and cycle infrastructure along and across the A41
- Support the visitor economy in the A41 corridor by improving the accessibility and attractiveness of visitor attractions

3.5 The detailed STEP programme for Wirral is set out in **Appendix 1**.

4.0 MERSEYTRAVEL'S SUSTAINABLE TRANSPORT ENHANCEMENTS PACKAGE

4.1 As part of the wider Liverpool City Region STEP package Merseytravel have been awarded funding for several schemes for 2015/16 and 2016/17, which are either in Wirral or Wirral residents will benefit from. These schemes are;

- Local Improvement Grants to develop sustainable travel infrastructure in businesses
- Improvements to Birkenhead North Railway Station to provide additional car parking provision
- Bebington Rail Station platform upgrade
- Green Lane Rail Station platform upgrade and improved waiting shelters

4.2 More detail on the Merseytravel programme is contained within the Major Scheme Business Case.

5.0 RELEVANT RISKS

5.1 Failure to undertake the identified programme of works could result in the Council not meeting the capital grant conditions in accordance with regulations made under section 11 of the Local Government Act 2003. If the Authority fails to comply with the grant conditions then the Combined Authority may;

- a) Reduce, suspect or withhold grant;
- b) Require repayment of whole or part of the grant

5.2 Failure to undertake the identified programme of works and support delivery of the priorities of years one and two Liverpool City Region STEP Change for Growth Programme may have implications for Wirral in terms of allocations made to the authority for years three to six.

5.3 Wirral's failure to undertake the identified programme of works and support delivery of the priorities of the year one and two Liverpool City Region STEP Change for Growth Programme may also have implications for the wider Liverpool City Region in terms of future Growth Deal allocations.

5.4 In order to mitigate the risks, Merseytravel have identified a central Programme Management Team. All scheme promoters will be required to report progress on a monthly basis and contribute towards the maintenance of an ongoing risk register.

5.5 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.

5.6 As the promoting authority for these elements of STEP, Wirral Council is solely responsible for meeting any expenditure over and above the maximum capped amount of £1,700,000 as identified in Section 3.1.

5.7 Wirral Council is responsible for keeping Merseytravel (as the accountable body for the Local Growth Fund Schemes), informed of progress in terms of delivery and expenditure on individual schemes on a quarterly basis.

5.8 All funding approvals by the Combined Authority are conditional upon an appropriate monitoring methodology and evaluation framework being put into place.

6.0 OTHER OPTIONS CONSIDERED

6.1 None. The proposed projects identified within this report have been identified and evaluated as part of a comprehensive City Region-wide business case development process. The schemes have been assessed against various criteria as part of a comprehensive and WebTAG compliant business case to achieve value for money. A sample of 18 of the 38 schemes indicates that the Benefit to Cost Ratio represented high or very high value for money.

7.0 CONSULTATION

7.1 Detailed scheme proposals will be subject to further Public and Ward Councillor consultation as appropriate and engagement with other interested bodies (Cycle Forum / Pedestrian Forum / W.I.R.E.D etc).

8.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

8.1 None.

9.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

9.1 All groups will benefit from improved transport provision, including road safety and access to opportunity.

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

10.1 All capital schemes are funded from the Liverpool City Region Sustainable Transport Enhancements Package (STEP) element of the Growth Deal. The Cabinet at its meeting on the 10th February 2015 approved a capital contribution of £700,000 to support the delivery of the Hamilton Street Accessibility Improvement Scheme and this was ratified at Budget Council on 24 February 2015. 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.

11.0 LEGAL IMPLICATIONS

11.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004.

12.0 EQUALITIES IMPLICATIONS

- 12.1 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 (link attached below) that can demonstrate that there are no negative implications associated with the implementation of these activities on the 'protected characteristics'.

http://www.letstravelwise.org/files/741779878_2010%2012%20-%20Motts%20-%20Equality%20Impact%20Assessment%20Final%20Report.pdf

- 12.2 The STEP programme sits within the Liverpool City Region Transport Plan for Growth strategy and includes measures to assist the transport needs of all sections of the community. The Transport Plan for Growth can be viewed at

<http://councillors.knowsley.gov.uk/documents/g6257/Public%20reports%20pack%2006th-Mar-2015%2011.30%20Liverpool%20City%20Region%20Combined%20Authority.pdf?T=10&StyleType=standard&StyleSize=none>

13.0 CARBON REDUCTION IMPLICATIONS

- 13.1 The schemes in the STEP programme will help to support active travel modes and improve the efficiency of the highway network, and therefore will contribute towards a reduction in CO₂ emissions.

14.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

- 14.1 There are no specific planning or community safety implications arising from this report.

15.0 RECOMMENDATIONS

- 15.1 Cabinet is request to:

- (1) Approve the acceptance of the £1,700,000 STEP capital funding awarded to Wirral Council and the implementation of the programme outlined in section 3.0 of this report;
- (2) Delegate authority to the Head of Environment & Regulation, in conjunction with the Cabinet Member for Highways & Transport and Party Spokespersons, to make necessary adjustments to the priorities within the programme should the need arise due to financial or other factors.

16.0 REASON/S FOR RECOMMENDATION/S

- 16.1 To ensure that the Wirral element of the Liverpool City Region's STEP programme delivers against the aims and objectives identified in the STEP Major Scheme Business Case, in recognition of transport as an enabler of economic growth in the City Region.

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 Regeneration and Environment
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BACKGROUND PAPERS / REFERENCE MATERIAL

BRIEFING NOTES HISTORY

Briefing Note	Date
None	

REFERENCE MATERIAL

Liverpool City Region Combined Authority Assurance Framework
<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/STEP/Appendix%20A%20Liverpool%20City%20Region%20Assurance%20Framework.pdf>

Liverpool City Region Combined Authority Sustainable Transport Enhancements Package 'A STEP Change for Growth' Major Scheme Business Case
<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/STEP.aspx>

Liverpool City Region Combined Authority - 'A Transport Plan for Growth'
<http://councillors.knowsley.gov.uk/documents/g6257/Public%20reports%20pack%2006th-Mar-2015%2011.30%20Liverpool%20City%20Region%20Combined%20Authority.pdf?T=10&StyleType=standard&StyleSize=none>

Equality Impact Assessment:
http://www.letstravelwise.org/files/741779878_2010%202012%20-%20Motts%20-%20Equality%20Impact%20Assessment%20Final%20Report.pdf

Liverpool City Region Growth Deal
<http://www.liverpoollep.org/pdf/LCR%20Growth%20Deal%20-%20Deal%20Final.pdf>

Liverpool City Region Strategic Economic Plan
<http://www.liverpoollep.org/pdf/FINAL%20Growth%20Plan%20and%20Stategic%20Economic%20Plan%20Portrait.pdf>

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
CABINET - AGENDA ITEM 4 CAPITAL PROGRAMME AND FINANCING 2015/18	10th February 2015

APPENDIX 1 – WIRRAL STEP FUNDING - SCHEMES YEARS 1 AND 2

Scheme Description	Delivery Year	STEP Theme	STEP funding	Key Benefits
Hamilton Street Accessibility Improvements	2015/16	Invest for Growth	£400,000	Improved attractiveness and accessibility of Hamilton Square. Improved bus access to Hamilton Square Station and improved accessibility for pedestrians and cyclists. STEP funding is in addition to a £700,000 Council Capital allocation (total scheme cost £1,100,000).
Croft Retail Corridor	2015/16	Sustainable Access to Employment	£200,000	Increased accessibility into Croft Retail Park and increased attractiveness of area for businesses. Reduction in congestion and carbon emissions.
West Float Access Improvements via Poulton Swing Bridge	2015/16	Sustainable Access to Employment	£200,000	Improved connectivity between Birkenhead North and Wallasey for pedestrians and cyclists. Reduction in congestion and carbon emissions.
Port Sunlight Connection – Dibbin Bridge Link	2015/16	Sustainable Access to Employment	£100,000	Improved connectivity to business park and access to employment opportunities. Reduction in congestion and carbon emissions.
East Float Access Improvements Tower Road	2016/17	Sustainable Access to Employment	£200,000	Improved access and safety for pedestrians to key sites.
Wirral International Business Park Connections	2016/17	Sustainable Access to Employment	£200,000	Increased accessibility for pedestrians and cyclists to and within the business park and increased attractiveness of area for businesses.
East Float Access Improvements via Duke Street	2016/17	Sustainable Access to Employment	£400,000	Increased accessibility to employment through the provision of cycle facilities. Reduction in congestion and carbon emissions.
		TOTAL	£1,700,000	

WIRRAL COUNCIL

CABINET

20TH JULY 2015

SUBJECT:	TRANSPORT PLAN FOR GROWTH PROGRAMME 2015/16
WARD/S AFFECTED:	ALL
REPORT OF:	KEVIN ADDERLEY, STRATEGIC DIRECTOR FOR REGENERATION AND ENVIRONMENT
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR STUART WHITTINGHAM HIGHWAYS AND TRANSPORT
KEY DECISION?	YES

1.0 EXECUTIVE SUMMARY

- 1.1 On the 21st November 2014, the Liverpool City Region Combined Authority awarded £1,058,000 of Integrated Transport Block funding to Wirral Council, to support the delivery of the Liverpool City Region Transport Plan for Growth.
- 1.2 This report seeks Cabinet approval to accept the £1,058,000 and allocate it as outlined in the report.

2.0 BACKGROUND AND POLICY CONTEXT

- 2.1 In April 2014, Merseyside and Halton came together to formally establish the Liverpool City Region Combined Authority. The Combined Authority was established to strategically lead work on transport, economic development, housing, employment and skills in the City Region to, in turn, support sustainable economic growth. Transport is a key focus of the Combined Authority in recognition of the central role it plays in helping to grow the economy and in enabling and encouraging regeneration.
- 2.2 The creation of the Combined Authority resulted in Merseytravel's political and decision making body, the Integrated Transport Authority being disbanded. A new transport committee called the 'Merseytravel Committee' has been created which is now responsible for overseeing Merseytravel's executive functions, making any recommendations on transport to the Combined Authority and taking any decisions delegated to it by the Combined Authority.
- 2.3 On the 6th November 2014 the Merseytravel Committee were advised of Central Government's Local Transport Capital Settlement for Integrated Transport Block that the Liverpool City Region were to receive for 2015/16, 2016/17 and 2017/18, along with indicative figures for the further 3 years

after. On the 21st November 2014, the Combined Authority approved the allocation available for each district, which included £1,058,000 for Wirral.

- 2.4 Under Section 108 of the Transport Act 2000 all transport authorities are required to produce a Local Transport Plan (LTP) in which they set out their objectives and plans for transport. Typically they contain policies, strategy and implementation plans which can be reviewed independently of each other. The Merseyside and Halton LTP's were published in 2011 and run to 2024 and 2026 respectively. They provide the policy framework under which the policies and plans are taken forward in each local authority to guide the future provision of transport.
- 2.5 The Combined Authority is now responsible for transport policy and strategy and agreeing the City Region's transport agenda. It now has the statutory responsibility for the Local Transport Plan and has adopted the Merseyside and Halton LTPs as the policy position. However, in recognition of changes in health, education, business and industry and how this has shaped the priorities for transport since the LTPs were written, a new 'Transport Plan for Growth' has been developed which is integral to the ambitions of the Combined Authority. The new 'Transport Plan for Growth' closely aligns the LTPs with Government's high level economic policy drivers of localism, devolution of power and growth.
- 2.6 The Liverpool City Region Transport Plan for Growth was endorsed by the Merseytravel Committee on the 12 February 2015 and approved by the Combined Authority on the 6th March 2015. A copy of the Transport Plan for Growth is available in the Members room or can be viewed at <http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>
- 2.7 The Transport Plan for Growth reflects the changes in transport funding since the production of the Merseyside and Halton LTPs. In 2012 the Government instigated a process of devolving major scheme funding, with the primary decision making bodies on the use of the devolved funding being newly created Local Transport Bodies. These were voluntary partnerships between local transport authorities and Local Enterprise Partnerships. These bodies have now been superseded by the Combined Authority.
- 2.8 The Government has now empowered local authorities such as the Combined Authority to deliver sustainable growth. Transport policy is a key part of this and the Transport Plan for Growth is fundamental to the regeneration of the Liverpool City Region. It provides a platform for building on previous programmes of transport schemes and initiatives and ensures that the LTP's remain relevant and up to date, focussing on the national agenda for growth, whilst and facilitates a joint commitment amongst City Region partners to align resources in an effective and efficient way. All core Department for Transport (DfT) funds such as the Integrated Transport Block are now to be allocated to deliver the priorities of the Transport Plan for Growth.

3.0 TRANSPORT PLAN FOR GROWTH

3.1 The Transport Plan for Growth builds on the vision and aims set out in the Merseyside and Halton LTPs. Both LTPs support the 2011 White Paper “Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen” which sets out the Government’s commitment to providing a transport system that supports economic growth whilst also addressing air quality and carbon reduction.

3.2 The Transport Plan for Growth is the key policy framework for future transport provision and consolidates Merseyside and Halton LTPs to provide a “strategic direction for transport which supports growth, regeneration and carbon reduction”. The plan articulates how transport in the Liverpool City Region will support wider strategic priorities in relation to health, housing, land use planning and economic development. Three priorities for transport have been defined;

- Growth
- Low Carbon
- Access to Opportunity

The Transport Plan for Growth is clearly aligned with the Growth Plan and other strategic plans guiding the Liverpool City Region and it is integral to, and supportive of, the City Region-wide work being undertaken in terms of housing and planning, employment and skills, economic development and the visitor economy.

3.3 The Transport Plan for Growth demonstrates how transport supports the wider strategic priorities of the City Region in terms of;

- Freight and Logistics
- Housing and Land-use planning
- Economic Development and Regeneration
- Employment and Skills
- Health and Wellbeing
- Carbon Reduction and Air Quality
- Connecting Communities
- Visitor Economy

3.4 Key priorities within the Transport Plan for Growth aim to deliver the following outputs/outcomes;

Table 1:

Priorities	Output	Outcomes
Growth	Supporting Freight and Logistics	Strengthening the City Regions competitiveness, support SuperPORT and access to the Port, reduce the impact of freight movement on local communities, promote the use of rail and make a major contribution to skills and employment opportunities.
	Maintaining and efficient and reliable highway network	Ensuring the network allows for the efficient movement of people and goods, providing a safe environment for cycling and walking. Maintaining existing assets is central to achieving this.
	Closer integration with other sector strategies and plans	Provide a robust planning framework linking transport and future developments such as housing, tourism and infrastructure development in ways that can encourage the right level of investment, reduce long distance travel, improve accessibility and provide a framework for future funding.
Low Carbon	Lowering transport emissions	Reduce carbon emissions, improve air quality and improve health and provide a stimulus to the creation of new technologies in support of the City Region low carbon priorities.
	Delivering active travel	Improve and expanded facilities to encourage cycling and walking makes a significant contribution towards health and wellbeing, and to facilitate an efficient and healthy transport network.
Access to Opportunity	Improving Public Transport	To introduce further Bus Quality partnership schemes on key routes and continued investment on the rail network. This is to manage costly and inefficient congestion on the highway network. It will have a direct impact in disadvantaged areas, creating greater opportunities to travel, access employment and encourage a switch away from the private car, and foster wellbeing.
	Improve access to key employers and services	Supporting people who live in our most disadvantaged communities to access training and employment opportunities and other services that impact on their quality of life.
	Improving road safety	Introduce measures to encourage carbon reduction, promote sustainable transport and reduce the number and severity of road casualties.

3.5 The Liverpool City Region Transport Plan for Growth will be delivered using funds from several sources including Highways Maintenance Funding, the Combined Authority's transport levy, the Local Growth Fund, European Funding and the Integrated Transport Block. Section 4 sets out the detail of the Integrated Transport Block element of Wirral's Transport Plan for Growth programme.

4.0 WIRRAL'S TRANSPORT PLAN FOR GROWTH PROGRAMME

4.1 Overview

- 4.1.1 Each of the Liverpool City Region partner authorities have developed their own Capital Programme which, when combined, form a Liverpool City Region-wide Implementation Plan. The programme also supports the Council's existing Corporate Goals and Objectives to make sure that Wirral's roads are safe and well maintained and will continue to reduce the number of people killed or seriously injured on the roads in the Borough.
- 4.1.2 **Appendix 1** presents the proposed breakdown of Wirral's ITB allocation of £1,058,000 (after deduction of the core-activity budget) for 2015/16 against potential projects.
- 4.1.3 Wirral's Transport Plan for Growth programme has been formulated to reflect the key Transport Plan for Growth priorities and support the delivery of the outcomes set out in Table 1.
- 4.1.4 The Transport Plan for Growth Capital Programme for 2015/16 provides an allocation of £80,000 to the Constituency Committees (£20,000 per Constituency). Schemes will be identified by the individual Constituency Committees but will still need to be in line with the priorities, and contribute to the delivery of the Transport Plan for Growth.

4.2 Growth

- 4.2.1 Road Safety initiatives have a major impact in reducing the number and severity of casualties on Wirral's roads and, thereby making a contribution to tackling the negative impacts on the local economy and supporting the priority to 'drive growth'.
- 4.2.2 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.
- 4.2.3 A number of proposed schemes and projects identified as having a direct impact on 'driving growth & improving road safety' will also by their very nature exhibit cross-benefits with other priority headings such as 'enabling access to opportunity' or 'supporting a low carbon environment'.

4.3 Enabling Access to Opportunity

- 4.3.1 Schemes have been developed that will encourage walking and cycling through better environments where it is safe and attractive to do so, thereby promoting a carbon friendly, sustainable and healthy alternative mode of transport supporting the Council's priority to 'drive growth' and to 'enable

access to opportunity'. These schemes are also designed to compliment the terms of reference adopted by the Wirral Pedestrian and Cycling Forum that advocate and promote safe, accessible and usable facilities and routes across the borough, making walking and cycling more attractive and accessible to residents, visitors, employees and businesses. This investment in infrastructure and safety for cyclists and pedestrians will also contribute to reducing the number and severity of casualties on the road network.

4.3.2 A programme of improvements will also continue to be identified, prioritised and implemented to compliment the Public Rights of Way Improvement Plan.

4.3.3 Opportunities to draw on external funding in this area to complement the ITB programme will also be explored. Such schemes by their very nature help to promote a healthy lifestyle and contribute to a reduction in Wirral's carbon footprint. Should any such funding application be successful, the Strategic Director for Regeneration & Environment, in conjunction with Party Spokespersons, shall be given delegated authority to identify suitable additional, enhanced or replacement schemes.

4.4 Supporting a Low Carbon Environment

4.4.1 A number of schemes and projects within the programme directly support the priority of a 'Low Carbon' Environment', in particular through the investment of infrastructure and improvement of facilities for cyclists and pedestrians. Other schemes and projects may include the implementation of the 'next generation' technology to improve information systems and help maintain free-flowing networks, increase journey opportunities and integrate a wide range of transport uses such as the replacement of existing obsolete or ageing pedestrian / traffic signal aspects with low-carbon Extra Low Voltage (ELV) technology and upgrading ageing pedestrian 'Pelican' crossings to 'Puffin' crossings. Similarly, the provision of variable message signing and CCTV for traffic monitoring purposes along with other intelligent telematic systems on the highway linked to the Council's Urban Traffic Control Centre, are designed to improve traffic network management.

4.4.2 In order to continue to support sustainable travel, funding has also been allocated to implement measures to encourage employees and visitors to reduce single occupancy car trips, and support the use of electric vehicles.

4.5 Development Work

4.5.1 Detailed 'Development Work' will continue to be undertaken aimed at meeting the constantly evolving range of demands linked to Transport for Growth delivery. This budget allocation allows for the Advance Design of schemes for future programmes.

4.5.2 Cross-authority core activities, funded directly from the 2015/16 Merseyside ITB settlement, will be retained and administered by Merseytravel. The activities to be funded from the Core Activity fund have been agreed as;

- Liverpool City Region Traffic Model Maintenance and Development
- Monitoring/Development
- Economic Appraisal Toolkit
- Merseyside Atmospheric Emissions Inventory
- LCR Freight Co-ordinator Support
- Scheme Appraisal and Majors Devolution
- Transport Development
- Merseyside Road Safety Partnership

5.0 RELEVANT RISKS

- 5.1 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.
- 5.2 Failure to undertake the identified programme of works would also result in a failure to support to deliver the priorities of the Liverpool City Region Transport Plan for Growth and the Council's existing Corporate Goals and Objectives to make sure that Wirral's roads are safe and well maintained and to continue reducing the number of people killed or seriously injured in road traffic accidents.
- 5.3 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.
- 5.4 Should any of the schemes identified be found to be not viable upon further detailed investigation, or be completed for less than the indicative cost, it is recommended that the Head of Environment and Regulation, in conjunction with the Cabinet Member and Party Spokespersons shall be given delegated authority to identify suitable additional or replacement schemes.

6.0 OTHER OPTIONS CONSIDERED

- 6.1 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 priorities of the Liverpool City Region Transport Plan for Growth, and the Council's existing Corporate Goals and Objectives to make sure that Wirral's roads are safe and well maintained and to continue reducing the number of people killed or seriously injured in road traffic accidents.

7.0 CONSULTATION

7.1 Detailed scheme proposals will be subject to further Public and Ward Councillor consultation as appropriate and engagement with other interesting bodies (Cycle Forum / Pedestrian Forum / W.I.R.E.D etc).

8.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

8.1 None.

9.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

9.1 All groups will benefit from improved transport provision, including road safety and access to opportunity.

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

10.1 All schemes are funded from the DfT Local Transport Capital Settlement for Integrated Transport Block (ITB) funding for 2015/16 and will be added to the Council's Capital Programme for 2015/16. 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.

11.0 LEGAL IMPLICATIONS

11.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004.

12.0 EQUALITIES IMPLICATIONS

12.1 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 (link attached below) that can demonstrate that there are no negative implications associated with the implementation of these activities on the 'protected characteristics'.

http://www.letstravelwise.org/files/741779878_2010%2012%20-%20Motts%20-%20Equality%20Impact%20Assessment%20Final%20Report.pdf

12.2 The proposed programme of works that supports the Transport Plan For Growth strategy includes measures to assist the transport needs of all sections of the community.

13.0 CARBON REDUCTION IMPLICATIONS

13.1 The majority of schemes in the programme will help to support active travel modes, or will improve the efficiency of travel on the road network therefore will contribute towards a reduction in CO₂ emissions which is a key priority within the Transport Plan for Growth.

14.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

14.1 There are no specific planning or community safety implications arising from this report.

15.0 RECOMMENDATION

15.1 Cabinet is requested to:

(1) Approve the acceptance of the £1,058,000 of Integrated Transport Block funding awarded to Wirral Council and the Transport Plan for Growth Programme as outlined in Section 4.0 of this report;

(2) Delegate authority to the Head of Environment and Regulation, in conjunction with the Cabinet Member for Highways and Transport and Party Spokespersons, to make necessary adjustments to the priorities within the programme should the need arise due to financial or other factors.

16.0 REASON/S FOR RECOMMENDATION/S

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

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Traffic and Transportation
Regeneration and Environment
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BACKGROUND PAPERS / REFERENCE MATERIAL

BRIEFING NOTES HISTORY

Briefing Note	Date
None	

REFERENCE MATERIAL

Liverpool City Region Combined Authority - 'A Transport Plan for Growth'
<http://councillors.knowsley.gov.uk/documents/g6257/Public%20reports%20pack%2006th-Mar-2015%2011.30%20Liverpool%20City%20Region%20Combined%20Authority.pdf?T=10&StyleType=standard&StyleSize=none>

<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>

DFT Road Safety Research Report no.108 'contribution of Local Safety Schemes to Casualty Reduction' –
<http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/roadsafety/research/rsr/theme5/rsrr108findings.pdf>

Rights Of Ways Improvement Plan For Merseyside 2008 – 2018:
[http://www.letstravelwise.org/files/449842414_1427575285_RoWIP%202008-2018%20\(Final\).pdf](http://www.letstravelwise.org/files/449842414_1427575285_RoWIP%202008-2018%20(Final).pdf)

Equality Impact Assessment:
http://www.letstravelwise.org/files/741779878_2010%2012%20-%20Motts%20-%20Equality%20Impact%20Assessment%20Final%20Report.pdf

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
CABINET (Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2014/15)	13th March 2014
CABINET (Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2013/14)	24th January 2013
CABINET (Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2012/13)	15th March 2012

2015 ITB CAPITAL PROGRAMME - PROPOSED PROJECTS

LOCATION	OUTCOMES	SUPPORTING PRIORITIES	£
A41 / Pool Lane, Bromborough	Improved signalised crossing facilities for Cyclists & Pedestrians	Growth, Access To Opportunity, Low Carbon	£150,000
A41 - Pool Lane to Port Causeway, Bromborough	770m of new cycleway and improved footway. Improved signalised crossing facilities for Cyclists & Pedestrians	Growth, Access To Opportunity, Low Carbon	£150,000
Annesley Road Area, Liscard	1.35km of new 20mph traffic calmed roads (inc: physical traffic calming features), with predicted casualty reduction savings	Growth, Low Carbon	£55,000
Barnston Road, Barnston	800m of new 30mph speed-limit reduction (from 40mph), with predicted casualty reduction savings	Growth, Low Carbon	£30,000
Brimstage Road / Whitehouse Lane, Heswall	Signing and carriageway surfacing improvements, with predicted casualty reduction savings	Growth, Low Carbon	£45,000
Hoylake Rd / Reeds Lane & Woodchurch Rd / Ackers Rd	Introduction of 2 new digital technology speed enforcement cameras, with predicted casualty reduction savings	Growth, Low Carbon	£60,000

Old Hall Road, Bromborough	Improved traffic signal arrangement for right-turning traffic into Old Hall Road, with predicted casualty reduction savings	Growth	£50,000
Wallasey Village, Wallasey	Improved signalised crossing facilities for Pedestrians adjacent to St Mary's College, with predicted casualty reduction savings	Growth, Low Carbon	£50,000
The Wiend / Bromborough Road, Bebington	New signalised crossing facilities for Pedestrians across The Weind	Growth, Access To Opportunity, Low Carbon	£10,000
Woodchurch High School to Christleton Close, Woodchurch	Contribution towards 215m of new street lighting of the currently un-lit off-road footpath linking Woodchurch High School to Christleton Close via new LSTF funded Fender Way foot/cycleway	Low Carbon	£30,000
Woodchurch Road, Oxton	Pedestrian dropped crossings and junction radii improvement(s) improving safety & accessibility to Woodchurch High School for pedestrians	Access To Opportunity, Low Carbon	£20,000
Woodchurch Road, Woodchurch	135m of new carriageway central-reservation and pedestrian deterrent features, with predicted casualty reduction savings	Growth, Low Carbon	£50,000
Advance Design	Advance development and design of potential 2016/17 ITB scheme programme(s) following completion and issue of 015/16 ITB programme	Growth, Access To Opportunity, Low Carbon	£130,000

Public Rights Of Way	Various low-cost measures to improve Wirral's Footpaths, Bridleways and 'Byways Open to All Traffic'	Growth, Access To Opportunity, Low Carbon	£10,000
Improvements to existing asset / other technological advancements	Conversion of obsolete Pelican crossings to 'Puffin' or 'Toucan' crossings at various locations	Growth, Access To Opportunity, Low Carbon	£113,000
Constituency Committees	Constituency Committee schemes (pedestrian dropped kerbs, 20mph zones, TRO's)	(Dependent upon 'type' of schemes promoted... may 'link' to Access To Opportunity, Low Carbon)	£100,000 (£25,000 per Constituency)
Various Locations	Various low-cost measures to support sustainable transport / Electric Vehicle Technology	Growth, Access To Opportunity, Low Carbon	£5,000
TOTAL:			£1,058,000

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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