

WIRRAL COUNCIL

CABINET – 15<sup>th</sup> JANUARY 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

**LOCAL TRANSPORT PLAN CAPITAL PROGRAMME 2009/10**

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**1.0 EXECUTIVE SUMMARY**

1.1 In November 2007, the Department for Transport (DfT) approved a Local Transport Capital Settlement for Wirral of £6,507,000 for 2009/10. This report sets out a proposed Local Transport Plan (LTP) capital programme for approval.

1.2 This is a key decision included on the forward plan.

**2.0 BACKGROUND**

2.1 Members will be familiar with the Local Transport Plan (LTP) for Merseyside, which sets out the transport strategy for Merseyside. The second LTP (LTP2) covers the period between 2006/07 and 2010/11 and contains a 5-year programme and a comprehensive set of performance indicators and targets.

2.2 In November 2007, the Council were given notification of its annual LTP settlements from the Department for Transport for 2008/09 to 2010/11. A full report on the LTP settlement letter was reported to Cabinet on 23<sup>rd</sup> January 2008.

**3.0 TRANSPORT CAPITAL SETTLEMENT 2009/10**

3.1 The LTP settlement is made up of two main blocks – the Integrated Transport Block and the Highway / Bridge Maintenance & Strengthening Block. Members will observe from Table 1 below that the total amount to be received in 2009/10 exceeds that in 2008/09 by an additional £448,000, however, it should be noted that this is due to an increase in maintenance funding, not integrated transport.

**Table 1: Summary of Wirral's LTP Settlement**

<b>Wirral LTP Settlement - Capital</b>			
	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
<b>Integrated Transport Block</b>	<b>3,339,000</b>	<b>3,254,000</b>	<b>3,155,000</b>
<b>Highway / Bridge Maintenance</b>	<b>2,720,000</b>	<b>2,992,000</b>	<b>3,441,000</b>
<b>Bridge Strengthening on PRN</b>	<b>0</b>	<b>261,000</b>	<b>1,088,000</b>
<b>TOTAL</b>	<b>6,059,000</b>	<b>6,507,000</b>	<b>7,684,000</b>

- 3.2 Members will recall that a key aspect of the success of the Merseyside LTP has been the quality of the Partnership that exists between the six Merseyside authorities and the level of joint working that is essential to produce and deliver a strong transport strategy. Funding for this type of work is held in a Joint Working Budget (JWB) that each partner funds as a proportion of the Merseyside total settlement. Members will be aware that the Merseyside allocation is split between the partner authorities using an agreed formula related to the level of need in each authority, and includes criteria such as population and accident data.
- 3.3 Wirral's contribution to the Joint Working Budget for 2009/10 is anticipated to be similar to last year (£130,000) and is separate to Wirral's settlement. The JWB budget is monitored by the Merseyside Strategic Transport and Engineers Group (MSTEG), which reports to the Merseyside Strategic Transport and Planning Committee (MSTPC).

#### **4.0 PROPOSED 2009/10 TRANSPORT CAPITAL PROGRAMME**

- 4.1 Wirral Council's total 2009/10 LTP Settlement of £6,507,000 is made up as follows:

• Integrated Transport Block	£3,254,000
• Maintenance Block	£2,992,000
• PRN Bridges	<u>£ 261,000</u>
<b>TOTAL</b>	<b><u>£6,507,000</u></b>

- 4.2 The integrated transport and maintenance blocks form part of the capital single pot. The only element that is ring-fenced is the allocation to undertake strengthening works to bridge structures on the PRN (Primary Route Network).
- 4.3 Members may recall that I had anticipated the 2009/10 programme being informed by a new appraisal criteria, which would have assessed potential schemes against local and regional policies and objectives in order to maximise scheme outcomes and delivery of appropriate targets.
- 4.4 Whilst work has taken place to develop an appraisal criterion, I would advise Members that, in order to complete schemes that are already committed or under construction and to undertake new projects that have either already received Members' approval or are considered key projects for implementation, there is little scope to introduce additional schemes for appraisal. Hence, I anticipate that the appraisal criteria will be utilised to inform the 2010/11 programme, and will be subject of a separate report next year.
- 4.5 **Appendix A** sets out the proposed 2009/10 programme of works for approval. In addition to the regular block allocations, details of which will be reported to Members in February 2009 (e.g. cycling, local safety schemes etc), the integrated transport programme includes funding to:

- Commence Speed Limit & TRO Review (Cabinet 10 December 2008, Minute 315 refers)
- Commence M53 Junction 3 safety improvements
- Implement Speed Barrier works, North Wallasey Approach Rd/Leasowe (Streetscene & Transport Services O&S Committee 19 November 2008, Minute 19 refers)
- Complete Telegraph Road/ Station Road, Thurston
- Local Environmental Improvements - Area Forums

The highway maintenance programme includes the following projects, each of which were recently unsuccessful in receiving funding from the Council's capital programme:

- Brimstage Road, Clatterbridge, Resurfacing
- Unclassified Roads Resurfacing - Microasphalt
- Poulton Viaduct/ Dock Link Roads Resurfacing

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 Funding levels for transport over the next three years (2008/09, 2009/10 and 2010/11) are confirmed in the Government's settlement letter dated 27<sup>th</sup> November 2007, which also sets out the respective funding mechanisms (Cabinet 23 January 2008, Minute 457 refers).
- 5.2 In terms of revenue implications, there will be increased maintenance costs, or in some instances, savings arising from specific projects. Where these arise, they will be detailed when projects are brought to Members for approval.

## **6.0 STAFFING IMPLICATIONS**

- 6.1 Staff from my Department will continue to provide Wirral's input to the LTP and its strategic development. However, delivery of the Transport Capital Programme will continue to have an impact on staffing requirements, particularly in the areas of work that require detailed accident analyses and public consultation prior to the scheme identification and implementation. It may be necessary, therefore, to appoint consultants to undertake certain categories of work so that I have the necessary capacity to deliver the proposed programme of works.

## **7.0 EQUAL OPPORTUNITIES IMPLICATIONS**

- 7.1 There are no specific ethnic minority, elderly persons or equal opportunities implications arising directly from this report. The transport strategy, which underpins the LTP, includes measures to assist the transport needs of all sections of the community.
- 7.2 In addition, the Accessibility Plan within LTP2 identifies current transport barriers to key destination across Wirral. This work will inform the identification of potential transport proposals to improve opportunities for all people.
- 7.3 Wirral's highway and transport proposals consider the needs of people with disabilities and impaired mobility, as set out in the Merseyside Code of Practice on Access and Mobility, which takes full account of the requirements of the Disability Discrimination Act 1995.

## **8.0 COMMUNITY SAFETY IMPLICATIONS**

- 8.1 Most of the schemes in the Transport Capital Programme have positive Community Safety implications, either through improvements in road safety (e.g. introducing physical changes to the highway) or improvements in personal safety (for example, better street lighting).
- 8.2 LTP2 directly addresses the Government's Road Safety shared priority, which links closely with the Council's Local Area Agreement objectives to reduce traffic accidents.
- 8.3 LTP2 also complements many of the Council's corporate objectives, however, it is directly linked to that *'To create a clean, pleasant, safe and sustainable environment'*.

## **9.0 LOCAL AGENDA 21 IMPLICATIONS**

- 9.1 Sustainability and LA21 issues are common threads running through all the transport policies.
- 9.2 Specific elements of LTP2 include:
- Sustainable Environmental Assessment (SEA) of the strategy;
  - Joint working with health authorities and the promotion of walking and cycling;
  - Reduction of transport related emissions;
  - Encouraging greater use of public transport and non-motorised modes of transport;
  - Development of Travel Plans with schools and businesses; and
  - Merseyside 'TravelWise' – the initiative that is specifically helping to make an important contribution to people's behaviour change and the promotion of alternative modes of travel to the private car.

## **10.0 PLANNING IMPLICATIONS**

- 10.1 In accordance with DfT guidelines, the LTP2 is closely aligned with the Unitary Development Plan (UDP) and other strategic and local policies, including the Regional Transport Strategy, Wirral's Tourism Strategy and local environmental, social and economic regeneration strategies.
- 10.2 The Merseyside Authorities are committed to approving a Supplementary Planning Document (SPD), which will improve linkages between land use and transport within the planning approvals' process. Members will note that the SPD was particularly noted by the Government in the settlement letter as "indicative of forward thinking on the links between transport and planning".
- 10.3 This SPD will form an integral part of the Core Local Development Framework (LDF) that is due to be in place in 2009. It is intended that the full SPD be approved and implemented in the near future and will be reported to Members separately in due course.

## **11.0 ANTI-POVERTY IMPLICATIONS**

- 11.1 It is recognised by the LTP partners that the cost of travel by public transport, which has risen out of proportion to the cost of travel by car,

can be a barrier to unemployed people or those on low incomes. Partners will be exploring the use of new powers, introduced in the recent Local Transport Bill, which will give far more local controls over public transport providers.

## **12.0 SOCIAL INCLUSION IMPLICATIONS**

12.1 Social inclusion is a thread running through the LTP, which aims to provide a fully integrated transport system that is accessible to everyone.

## **13.0 HUMAN RIGHTS IMPLICATIONS**

13.1 There are no implications under this heading.

## **14.0 ACCESS TO INFORMATION ACT**

14.1 No background papers have been used in the preparation of this report.

## **15.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

15.1 The LTP contains a Wirral-wide transport strategy and implementation plan.

## **16.0 RECOMMENDATION**

16.1 That Council be recommended that the proposed Transport Capital Programme for 2009/10, set out in this report, be approved.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES