

WIRRAL COUNCIL

CABINET

15TH MARCH 2012

SUBJECT:	<i>LOCAL TRANSPORT CAPITAL FUNDING & THE INTEGRATED TRANSPORT BLOCK (ITB) PROGRAMME 2012/13</i>
WARD/S AFFECTED:	<i>ALL</i>
REPORT OF:	<i>DIRECTOR OF TECHNICAL SERVICES</i>
RESPONSIBLE PORTFOLIO HOLDER:	<i>COUNCILLOR DAVE MITCHELL STREETSCENE AND TRANSPORT SERVICES</i>
KEY DECISION?	<i>YES</i>

1.0 EXECUTIVE SUMMARY

- 1.1 On 13 January 2011, Cabinet were advised of the Government's Local Transport Capital Settlement letter, dated 13 December 2010, which announced the level of transport funding that the Merseyside authorities were to receive for 2011/12 and 2012/13, along with indicative figures for 2013/14 and 2014/15. The Cabinet report also presented the background to the development of the third Local Transport Plan (LTP3), which commenced in April 2011, and set out the LTP budget for 2011/12 (minute 285 refers). This report presents the budget for 2012/13 in accordance with the 2010 settlement letter, and seeks Cabinet approval for the Integrated Transport Block (ITB) programme that is anticipated to be in the region of £1,185,000 (subject to the finalisation of ongoing discussions with the Merseyside Transport Partnership).
- 1.2 The determination of suitable schemes and projects within the proposed 2012/13 Capital programme and the budget allocation for the ITB outlined in this report are prioritised in line with the Council's Corporate Goal to "have a safe and well maintained highway network for all users" and continue to reduce the number of people killed or seriously injured on the roads in the Borough. Schemes and projects identified in the report will contribute to the objectives and priorities contained in the current LTP3.
- 1.3 The schemes detailed within this report that form the ITB directly address 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.
- 1.4 Members will be aware that the Department for Transport (DfT) has significantly reduced the amount of transport funding it has made available since 2010. Over the last couple of years, Wirral's allocation of the
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Merseyside annual ITB equates to a reduction of nearly 50%, from £2,365,000 in 2010/11 to £1,185,000 in 2012/13. This reduction in the Integrated Transport Block funding from Government is likely to have significant impact on the ability of the Council to continue its recent improvements in road safety.

- 1.5 To compensate for this reduction the Council has approved an additional £650,000 Capital allocation specifically for road safety improvements and transport schemes as part of a Capital Investment Programme. This additional funding is crucial and also welcomed in light of the reductions in funding by the DfT and will enable schemes to be developed that will make a significant contribution in reducing the number and severity of casualties on Wirral's roads and improve the existing infrastructure to support safer, sustainable travel for vulnerable road users, including cyclists and pedestrians. The funding will be invested using a prioritisation process to ensure the greatest benefit in road safety casualty reduction specific schemes are incorporated within the appropriate ITB allocations detailed in this report.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 This section provides Members with a brief overview of the priorities and objectives in the third Local Transport Plan (LTP3), which came into effect at the start of April 2011.
 - 2.2 Following the Local Transport Act 2008, the Merseyside Integrated Transport Authority (ITA) has formal statutory responsibility for LTP3, however, in keeping with the established partnership working in Merseyside, it has been produced in collaboration with all of the Merseyside local authorities. The LTP Strategy document is a crucial policy/statutory framework for future transport provision.
 - 2.3 The third LTP has been developed according to government guidance to ensure that the Merseyside transport system aids economic growth whilst, at the same time, playing its part in reducing carbon emissions and addressing climate change. The strategy aims to deliver other local priorities of improving health and well-being, so that health inequalities, social exclusion, improved accessibility and safety can be addressed.
 - 2.4 However, the new LTP has also been developed in a climate of reduced funding and challenging economic circumstances. Local forecasts for the future, based on the best information available, including development forecasts, show a largely flat projected traffic growth in the short term. Longer-term forecasting at the present time is uncertain, but in line with national projections, forecasts show demand will increase again from about 2014/15.
 - 2.5 On this basis, it is anticipated that the existing Merseyside transport networks will largely be able to cope with forecast demands over the first 3 or 4 years of LTP3. Key actions over the short-term, therefore, have been identified that:
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- Prioritise maintenance programmes;
- Provide a robust framework linking transport and future developments in a way that can reduce long distance travel and carbon emissions, and improve accessibility;
- Expand the range of public transport services;
- Begin to implement the next generation of technology;
- Develop and enhance the freight and logistics network;
- Reduce carbon emissions and reliance on oil, improve air quality and improve health;
- Increase sustainable and safe travel; and
- Continue to reduce road traffic accidents.

2.6 Each of the Merseyside LTP partner authorities has developed their own capital programme which, when combined, form a Merseyside-wide Implementation Plan. Wirral's LTP programme has been constructed under the following headings to reflect the above key actions and complement the Council's Corporate Goals and Objectives to make sure that Wirral's roads are safe and well maintained and continue to reduce the number of people killed or seriously injured in road traffic accidents.

- **Improving Road Safety**
- **Promoting Active Travel & Health**
- **Promoting Economy & Accessibility**
- **Reducing Congestion & Carbon Emissions**
- **Transportation - General**

Sections 5 to 9 of this report address each of these headings in turn, and present a breakdown of the ITB funding (together with the additional £650,000 Capital allocation approved by Council) against potential projects. Wirral's ITB allocation of £1,185,000 for 2012/13, based on the existing ITB local formula, equates to 10.04% of the Merseyside ITB settlement (£12,255,000).

2.7 At its meeting on the 20th February 2012, Merseytravel's Local Transport Plan Delivery, Bus & Merseytram Committee approved recommendations for cross-authority core activities such as the Liverpool City Region Transport Model (LCRTM), Monitoring and Freight Development, to be funded directly from the 2012/13 Merseyside ITB settlement of £12,255,000. It was approved that a core activity allocation of £460,000 from the ITB settlement be retained

by and administered by Merseytravel. It was stressed that these core activity costs are still indicative and proposed they remain so for the duration of 2012/13 until final costs are known. As the ITB is distributed on a quarterly basis, the core activity fund is to be reviewed regularly to allow for any adjustments to be made.

2.8 There are further discussions needed to determine if joint funding is required to support the Road Safety Partnership. The MTP is endeavouring to keep the level of such joint working to a minimum but at the time of writing, the outcome of these discussions should be resolved following the meeting of the Merseyside Integrated Transport Authority on 15th March.

4.0 IMPROVING ROAD SAFETY (£815,000)

4.1 The LTP Capital programme block allocation for 'Improving Road Safety' may be summarised as:

'IMPROVING ROAD SAFETY' (Block Allocation)

<u>Sub-Block</u>	<u>Allocation</u>
Local Safety Schemes (LSS)	£ 555,000
School Travel Improvements - Safer Routes To School (SRTS)	£150,000
Area Forums	£110,000
Total 'IMPROVING ROAD SAFETY'	£815,000

4.2 Local Safety Schemes (LSS) (£555,000)

4.2.1 The Corporate Plan has a goal to "have a safe and well maintained highway network for all users". Schemes prioritised within the Local Safety Scheme programme will have a major impact in reducing the number and severity of casualties on Wirral's roads and, thereby, making a significant contribution towards this Corporate Goal.

4.2.2 The Local Safety Scheme programme allocation contains scheme(s) that 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 The list below identifies schemes totalling £555,000 for inclusion within the 2012/13 LSS programme based upon the results of preliminary investigations by my Accident Investigation Unit into the accident records for each location, together with an overall initial assessment of the suitability for suggested remedial measures that can be economically justified based on the expected accident cost savings. Further detailed investigations will be required prior to any final scheme being designed.

- 4.2.4 The list 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.
- 4.2.5 Should any of the schemes identified be found to be not viable upon further detailed investigation, or to have been completed for less than the indicative cost, the Director of Technical Services in conjunction with Party Spokespersons shall be given delegated authority to identify suitable additional or replacement schemes that can be expected to achieve similar accident cost savings.
- 4.2.6 As part of the 2011 Local Transport White Paper, the Department for Transport issued guidance regarding the creation of a £560 million Local Sustainable Transport Fund (LSTF), the purpose of which was to help build local economies and address climate change. Authorities were invited to bid to secure funding via the Department for Transport (DfT). The fund, both revenue and capital, was available over four financial years 2011/12 to 2014/15.
- 4.2.7 Metropolitan Authorities were required to bid through their respective Integrated Transport Authority (ITA) and in June 2011, Merseytravel, on behalf of the Merseyside Transport Partnership (MTP), submitted an early smaller bid, known as a Key Component bid, for £4.877 million. The project was to "Facilitate Sustainable Access to Employment in Merseyside".
- 4.2.8 In August 2011, Merseytravel on behalf of the Merseyside Transport Partnership were told that their bid for funding was successful and £810,000 of the total Key Component bid was awarded for the delivery of projects in Wirral.
- 4.2.9 It is proposed that, a scheme to introduce traffic signals at the junction of Bromborough Road / The Wiend / Ellen's Lane, be jointly funded between the Local Safety Scheme programme and the recently successful LSTF Key Component bid allocation. This proposal will provide significant safety improvements for pedestrians and cyclists, improved access to Port Sunlight Railway Station, the Unilever Factory and improved links to the A41 corridor.

Sub-Block:

Allocation:

Local Safety Schemes:	
<i>Bolton Road Roundabout, Bromborough - Signalised junction / crossing improvements*</i>	£55,000
<i>Budworth Road / Waterford Rd, Oxton - Improved Signing & Lining</i>	£5,000
<i>Cathcart Street / Price Street, Birkenhead - minor junction improvement</i>	£25,000
<i>Ellens Lane, Bebington - Traffic signals / pedestrian facilities**</i>	£30,000
<i>Greenway Road / Hawthorne Road / Dial Road, Tranmere - Signing & lining</i>	£10,000

<i>Gorse Lane/Kingsway Tunnel RAB, Wallasey - Signing & lining</i>	£35,000
<i>Marlowe Road/Torrington Road. Wallasey - Refuge & build-out</i>	£35,000
<i>Mount Road/Broadway, Bebington - mini-roundabout</i>	£90,000
<i>Leeswood Road, Mavis Road & Woodland Road Area, Woodchurch – Traffic Calming measures</i>	£105,000
<i>Downham Road Area, Birkenhead – Traffic Calming Measures</i>	£75,000
<i>Arrowe Park Road, Upton – Signs & Lines</i>	£20,000
<i>Shrewsbury Road, Oxton: Route action (various measures)</i>	£60,000
<i>Telegraph Road/Quarry Road, Heswall - Improved Signing & Lining</i>	£10,000

Total ‘Local Safety Schemes’ (Sub-Block Allocation) £555,000

* Part funded together with £45,000 contribution from Walking Strategy, £45,000 contribution from Cycling Strategy & £30,000 contribution from UTC/Telematics allocation(s).

** Part funded together with £90,000 contribution from approved minor bid (Key Component) LSTF allocation.

4.2.10 Members will note that a specific budget heading for Traffic Calming is not included within the proposed Road Safety block for 2012/13. Traffic calming measures will however continue to be considered where their provision supports specific initiatives and where such schemes may be justified on their existing personal injury accident record.

4.3 School Travel Improvements - Safer Routes To School (SRTS)(£150,000)

4.3.1 The schemes and projects within the Safer Routes To School programme have been selected to contribute towards the Corporate Goal “to have a safe and well maintained network for all users” and all to provide and promote sustainable travel options.

4.3.2 SRTS schemes help teachers, parents/carers and children to reduce car use on the school journey and adopt a more sustainable approach to getting to school by walking and cycling thereby increasing their independence, health and fitness. Such schemes by their very nature also help to contribute to a reduction in Wirral’s carbon footprint.

Sub-Block:

Allocation:

School Travel Improvements (SRTS):	
Bridge Road / Orrysdale Road, West Kirby - TOUCAN crossing*	£35,000
Grange Road / Darmonds Green, West Kirby** - PUFFIN crossing	£35,000
Manor Lane, Wallasey (TRO, Signing & Road Markings) ***	£4,000
School Keep Clear Markings - various locations	£8,000
Spital Road, Clatterbridge (east leg) - pedestrian phase at Spital Crossroads Traffic Signals****	£30,000
SRTS Promotional Activities	£36,000
Woodslee Primary School, Bromborough - School (flashing light) signing	£2,000

Total 'School Travel Improvements' (Sub-Block Allocation) £150,000

* Part funded together with £35,000 contribution from Cycling Strategy programme

** Part funded together with £35,000 contribution from Pedestrian Signals programme

*** Scheme carried forward from 2011/12

**** Part funded together with £20,000 contribution from Pedestrian Signals programme

4.4 Area Forum Improvements (£110,000)

4.4.1 The remaining allocation of £110,000 under the 'Improving Road Safety' heading is available for the 11 Area Forums. (Together with an allocation of £110,000 from the 'Promoting Active Travel & Health' heading (para 6.4 refers), apportioned equally across the eleven Area Forums, this equates to a total of £20,000 per Area Forum).

Sub-Block:

Allocation:

Area Forum Improvements:	
Bebington & Clatterbridge	£10,000
Bidston & Cloughton	£10,000
Birkenhead, Tranmere & Rock Ferry	£10,000
Bromborough & Eastham	£10,000
Greasby, Frankby, Irby, Upton & Woodchurch	£10,000
Heswall, Pensby & Thingwall	£10,000
Liscard & Seacombe	£10,000
Leasowe, Moreton & Saughall Massie	£10,000
New Brighton & Wallasey	£10,000
Oxton & Prenton	£10,000
West Wirral	£10,000

Total 'Area Forum' (Sub-Block Allocation) £110,000

5.0 PROMOTING ACTIVE TRAVEL & HEALTH (£620,000)

5.1 The LTP Capital programme block allocation for 'Promoting Active Travel & Health' may be summarised as:

'PROMOTING ACTIVE TRAVEL & HEALTH' (Block Allocation)

Sub-Block

Allocation

Walking Strategy	£ 255,000
Cycling Strategy	£ 255,000
Area Forums	£110,000

Total 'PROMOTING ACTIVE TRAVEL & HEALTH' £620,000

5.2 Walking Strategy (£255,000)

- 5.2.1 Schemes and projects within the Walking Strategy programme are prioritised in line with the Council's Corporate Goals and Objectives to make sure that walking in the Borough is a safe, convenient and attractive proposition. Pedestrians can be at higher risk on the road network and schemes developed will contribute to a reduction in the number and severity of casualties and will help to reduce the carbon footprint.
- 5.2.2 The Walking Strategy programme comprising of pedestrian signal controlled crossings, dropped kerb crossings, pedestrian refuges and public rights of way, are proposed to encourage walking through better environments where it is safe and attractive to do so and thereby promoting a carbon friendly, sustainable and healthy alternative mode of transport. The programmes have been determined against agreed Council criteria and take account of ideas for schemes from Local Area Forums and through receipt of petitions.
- 5.2.3 In formulating the programme for 2012/13, a site inspection has been carried out at potential Pedestrian Crossing sites including all those for which requests have been received. A number of sites are not considered suitable for the provision of a puffin crossing because of physical constraints (or potential design-safety concerns following further detailed consideration) and have not been assessed against the approved weighting system. All previous requests have been re-assessed using the most recent surveys and accident records. A list of the 10 highest scoring sites from previous years is shown in **Appendix B** together with the weighted PV^2 figures where appropriate. ('P' being the number of pedestrians crossing and 'V' being the vehicle flow 'squared').
- 5.2.4 It should be noted that the 2nd ranked location for a Puffin crossing is St Albans Road, Liscard, however technical and safety considerations would preclude the provision of a Puffin type facility at this location in isolation without undertaking potentially extensive works at the adjacent junction and beyond and it is unlikely that the 'Pedestrian Signals' element of the Walking Strategy budget allocation would be sufficient to fund such works.
- 5.2.5 This allocation is also used to improve or provide formal signalised pedestrian crossing facilities at existing signalised junctions where additional benefits can be accrued in line with the objectives of the Safer Routes to School initiative and at other sites that can be prioritised for action based upon potential accident savings in line with LTP priority targets.
- 5.2.6 A programme of improvements will also continue to be identified, prioritised and implemented to compliment the Public Rights of Way Improvement Plan.
- 5.2.7 The Walking Strategy deals with the following specific programmes and recommends works/allocations for each of the following headings listed below. The schemes proposed are also designed to compliment the terms of
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reference adopted by the Wirral Pedestrian Forum that advocate and promote safe, accessible and usable facilities and routes across the borough, making walking more attractive and accessible to residents, visitors, employees and businesses.

5.2.8 **Appendix C** lists the requests for the provision of dropped crossings that are to be recommended as prioritised for action in consultation with WIRED. Any specific locations raised directly by WIRED during consideration will also be assessed during these consultations. The provision of a single dropped crossing facility costs in the region of £750 and it will not be possible to address all requests.

Sub-Block:

Allocation:

Walking Strategy:	
Pedestrian Signals:	
<ul style="list-style-type: none"> Grange Road/Darmond Green, West Kirby*- PUFFIN crossing 	£35,000
<ul style="list-style-type: none"> Old Chester Road / Pembroke Court, Tranmere - conversion from Zebra to PUFFIN crossing 	£70,000
<ul style="list-style-type: none"> Poulton Road / north of Poulton Royd Drive (in the vicinity of Mobberley Way), Spital - PUFFIN crossing 	£50,000
Pedestrian Improvements:	
<ul style="list-style-type: none"> Bolton Road roundabout, Bromborough - pedestrian facilities** 	£45,000
<ul style="list-style-type: none"> Pedestrian Dropped Crossings (refer to appendix 'C')*** 	£20,000
<ul style="list-style-type: none"> Spital Road / Poulton Road, Clatterbridge - pedestrian signalised phase**** 	£20,000
Public Rights Of Way - Improvement Plan	£15,000

Total 'Walking Strategy' (Sub-Block Allocation) £255,000

* Part funded together with £35,000 contribution from the 'Safer Routes To School' programme

** Part funded together with £45,000 contribution from the 'Cycling Strategy, £55,000 contribution from the LSS programme & £30,000 from UTC / Telematics

*** **Appendix 'C'** lists requests for dropped crossings (to be prioritised for action in consultation with Wirral Information Resource for Equality & Disability (WIRED) & the Wirral Pedestrian Forum).

**** Part funded together with £30,000 contribution from the 'Safer Routes To School' programme

5.3 Cycling Strategy (£255,000)

5.3.1 The schemes and projects identified within the Cycling Strategy programme are prioritised in line with the Council's Corporate Goals and Objectives to make sure that Wirral's roads are safe and convenient for cyclists to use. Cycling schemes will contribute to reducing the number and severity of casualties on the road network and to reducing Wirral's carbon footprint.

5.3.2 Opportunities to draw on external funding, to complement the LTP programme, are also being applied for, including new applications to Sustrans 'Links to Schools' Fund. Such schemes by their very nature help to promote a healthy lifestyle and contribute to a reduction in Wirral's carbon footprint.

5.3.3 The proposed Cycling Strategy programme can be summarised as follows:

Sub-Block:

Allocation:

Cycling Strategy:	
Bolton Road roundabout, Bromborough*	£45,000
Bridge Road / Orrysdale Road, West Kirby (TOUCAN)**	£35,000
Gorsedale to Central Park link, Wallasey	£40,000
Kelvin Road - Lucerne Road link, Wallasey	£10,000
Measures to assist Wirral Circular Trail (east)	£60,000
Mill Lane to Mosslands Link , Wallasey	£30,000
Cycling Promotional Activities	£25,000
Wallasey Network signing	£10,000

Total 'Cycling Strategy' (Sub-Block Allocation) £255,000

Broadway / Claremont Rd, Wallasey (carried forward from 2011/12) £15,000

* Part funded together with £45,000 contribution from the 'Walking Strategy, £55,000 contribution from the LSS programme & £30,000 from UTC / Telematics

** Part funded - £35,000 contribution from the 'SRTS' programme.

5.4 Area Forum Improvements (£110,000)

5.4.1 The remaining allocation of £110,000 under the 'Promoting Active Travel & Health' heading is available for the 11 Area Forums. Apportioned equally across the eleven Area Forums this equates to £10,000 per Area Forum.

5.4.2 A further £110,000 allocation is available for the 11 Area Forums under the 'Improving Road Safety' heading (para 5.3 refers), resulting in a total of £20,000 per Area Forum.

Sub-Block:

Allocation:

Area Forum Improvements:	
Bebington & Clatterbridge	£10,000
Bidston & Claughton	£10,000
Birkenhead, Tranmere & Rock Ferry	£10,000
Bromborough & Eastham	£10,000
Greasby, Frankby, Irby, Upton & Woodchurch	£10,000
Heswall, Pensby & Thingwall	£10,000
Liscard & Seacombe	£10,000

Leasowe, Moreton & Saughall Massie	£10,000
New Brighton & Wallasey	£10,000
Oxton & Prenton	£10,000
West Wirral	£10,000

Total 'Area Forum' (Sub-Block Allocation) £110,000

6.0 PROMOTING ECONOMY & ACCESSIBILITY (£50,000)

6.1 The LTP Capital programme block allocation for 'Promoting Economy & Accessibility' may be summarised as;

'PROMOTING ECONOMY & ACCESSIBILITY' (Block Allocation)

<u>Sub-Block</u>	<u>Allocation</u>
Accessibility	£ 50,000

Total 'PROMOTING ECONOMY & ACCESSIBILITY' £50,000

6.2 Accessibility was one of the 4 "shared priorities" that were agreed by Government to be delivered as part of the second Local Transport Plan (LTP2). The Accessibility block of the LTP Capital Allocation has been used in recent years to help break down barriers to people using public transport, and deliver schemes and initiatives to improve access to jobs, healthcare, education and life opportunities. In LTP3, improving levels of accessibility continues to be a key aspect of the strategy to ensure that transport supports equality of travel opportunities, which forms part of the short-term implementation plan up to 2014/15.

6.3 A key success of the accessibility programme in Wirral has been the Travel Training scheme originally set up in November 2007 and to date has received almost 400 referrals. Following the successful pilot scheme, originally supported with European funding, has now been expanded to 3 dedicated travel trainers. The travel trainers work closely with several local special schools, Children and Young Peoples Department, Department of Adult Social Services and numerous local voluntary and community sector organisations. This scheme supports individuals aged 14+, by providing one-to-one training to help those who need extra support to make journeys on their own using public transport. Travel training can help those who are not familiar with using public transport, those having to make new or unfamiliar journeys or people who are experiencing difficulties after a recent disability or illness. Once completed travel training enables people to take up employment opportunities, reduces reliance on car journeys, saves money by reducing reliance on taxis and most importantly improves the client's independence.

7.0 REDUCING CONGESTION & CARBON EMISSIONS (£100,000)

7.1 The LTP Capital programme block allocation for 'Reducing Congestion & Carbon Emissions' may be summarised as;

'REDUCING CONGESTION & CARBON EMISSIONS' (Block Allocation)

<u>Sub-Block</u>	<u>Allocation</u>
Traffic Management	£35,000
UTC / Telematics / CCTV	£60,000
Travel Plan Measures	£5,000

Total 'REDUCING CONGESTION & CARBON EMISSIONS' **£100,000**

7.2 Traffic Management - General (£35,000)

7.2.1 Effective traffic management is essential in order to support the efficient movement of people and goods. The economic success of Wirral and the city region relies on the effective movement of freight and service vehicles; people wanting to connect easily with employment, services and social activities; and communities seek minimal vehicular intrusion to improve their local environments.

7.2.2 In order to continue the work to improve traffic management during the last LTP periods, it is proposed to allocate £35,000 towards schemes that complement these aims such as Strategic Signing on the Borough's principal road network.

7.3 UTC / Telematics / CCTV (£60,000)

7.3.1 Implementation of the 'next generation' technology is identified as one of the short-term key actions for LTP3, to improve information systems and help maintain free-flowing networks, increase journey opportunities and integrate a wide range of transport uses. Examples include the use of smart cards, which are being introduced by Merseytravel to improve ticketing for public transport users, and the use of intelligent telematic systems on the highway network to improve traffic management.

7.3.2 An allocation of £30,000 is proposed for such as the provision of variable message signing and CCTV for traffic monitoring purposes and improved traffic management linked to the Council's Urban Traffic Control Centre.

7.4 Travel Plan Measures (£5,000)

7.4.1 In order to continue to support the Council's Travel Plan, which complements the Merseyside TravelWise initiative to promote sustainable travel, a sum of £5,000 has been allocated to implement measures to encourage employees and visitors to Council buildings to reduce single occupancy car trips.

8.0 TRANSPORTATION GENERAL (£295,000)

8.1 The LTP Capital programme block allocation for 'Transportation' may be summarised as;

'TRANSPORTATION - GENERAL' (Block Allocation)

<u>Sub-Block</u>	<u>Allocation</u>
Advance Design	£ 75,000
Forward Planning, Research & Monitoring	£220,000
Total 'TRANSPORTATION - GENERAL'	£295,000

8.2 The 'Transportation (General)' block allocation covers expenditure aimed at meeting the constantly evolving range of demands linked to LTP delivery. This budget allocation allows for Advanced Design, Land & Forward Planning, and Research & Monitoring and Project Development.

9.0 RELEVANT RISKS

9.1 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.

9.2 Failure to undertake the identified programme of works would also result in a failure to address the Council's LTP3 Objectives and the Council's 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.

10.0 OTHER OPTIONS CONSIDERED

10.1 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 Council's LTP3 Objectives and the Council's 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.

11.0 CONSULTATION

11.1 The development of LTP3 underwent two major consultation exercises in March 2010 and November 2010, in addition to a number of Officer and stakeholder workshops. The first major consultation sought views from stakeholders and the general public on the 'Challenges and Opportunities' that had been identified during previous research undertaken by the LTP

partnership. The second consultation exercise focused on the 'Preferred Strategy' and sought responses on the various aspects of the draft Plan.

- 11.2 In drawing together the draft ITB programme, Officers have considered the comments raised at LTP3 stakeholder and elected member workshops that aimed to inform priority areas for expenditure.

12.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 12.1 LTP3 strives to promote the concept of a new mobility culture and how transport provision is planned, provided and promoted. Pooling of resources and expertise across a number of policy areas and embracing as many partners and stakeholders as possible will make the best use of resources for the maximum benefit for the people of Merseyside.

- 12.2 To this end, one key action within the short-term implementation plan is to expand the range of public transport services by examining the role of other providers, backed by a network of neighbourhood based information services, which may have implications for voluntary, community and faith groups.

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

- 13.1 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.

14.0 LEGAL IMPLICATIONS

- 14.1 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.

15.0 EQUALITIES IMPLICATIONS

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

(a) Yes and impact review is attached – <http://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-2010/technical-services-0>

- 15.2 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 dated October 2010.

- 15.3 The proposed programme of works that supports the LTP3 strategy includes measures to assist the transport needs of all sections of the community.
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16.0 CARBON REDUCTION IMPLICATIONS

16.1 The greater majority of schemes under the 'Improving Road Safety', 'Active Travel & Health' and 'Reducing Congestion & Carbon Emissions' headings will help to improve the efficiency of travel on the road network and reduce CO₂ emissions.

17.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

17.1 There are no specific planning implications arising from this report.

18.0 RECOMMENDATION

18.1 That Cabinet:

- Approve the proposed allocation of the Local Transport Plan Capital programme 2012/13 Integrated Transport Block between the five identified headings of 'Improving Road Safety', 'Promoting Active Travel & Health', 'Promoting Economy & Accessibility', 'Reducing Congestion & Carbon Emissions' and 'General Transportation' as detailed in this report.
- Approve detailed programmes of schemes and projects under each of the five identified headings of the combined Integrated Transport Block (ITB) Capital Programme for 2012/13 set out in Sections 5 to 9 (and summarised in **Appendix A**) of this report.
- Delegate authority to the Director of Technical Services, in conjunction with the Cabinet Member for Streetscene and Transport Services and Party Spokespersons, to make necessary adjustments to the priorities within the programme should the need arise due to financial conditions or other factors.

19.0 REASON/S FOR RECOMMENDATION/S

19.1 To ensure that the transport capital programme reflects the Corporate Goals and Objectives and the LTP3 short-term implementation priorities, and has the flexibility to ensure delivery of the most effective schemes within the financial year.

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APPENDICES

Appendix 'A' Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2012/13 - SUMMARY

Appendix 'B' Walking Strategy - Priority List of Requests and Assessments for Pedestrian Crossings

Appendix 'C' Walking Strategy - Pedestrian Improvements: Dropped Crossing Requests

REFERENCE MATERIAL: SUBJECT HISTORY (last 3 years)

Council Meeting	Date
CABINET (Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2011/12)	17th March 2011
CABINET (Council Capital Programme 2011/12)	21st February 2011
CABINET (Provisional Local Government Finance Settlement)	13th January 2011
COUNCIL	12th December 2011
CABINET (Capital Programme and Financing 2012-2015)	8th December 2011
CABINET Local Sustainable Transport Fund (LSTF) - Acceptance of 'Key Component' Funding	24th November 2011
CABINET (2010/11 Local Transport Capital Programme - Environment / Air Quality)	4th February 2010
CABINET (2010/11 Local Transport Capital Programme - Road Safety Block)	4th February 2010
