

WIRRAL COUNCIL

WALLASEY CONSTITUENCY COMMITTEE WORKING GROUP

6 AUGUST 2014

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

1.0 EXECUTIVE SUMMARY

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

2.0 BACKGROUND AND CONTEXT

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

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

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

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

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

2.4 Improving Road Safety

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

2.6 Promoting Active Travel & Health

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

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

2.9 Requirement to Consult

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

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

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

2.12 Submissions by Elected Members

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

3.0 OFFICER PROPOSALS

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

4.0 RELEVANT RISKS

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

5.0 OTHER OPTIONS CONSIDERED

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

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

6.0 CONSULTATION

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

7.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

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

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

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

9.0 LEGAL IMPLICATIONS

9.1 There are no implications under this heading.

10.0 EQUALITIES IMPLICATIONS

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

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

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

11.0 CARBON REDUCTION IMPLICATIONS

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

12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

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

13.0 RECOMMENDATIONS

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

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

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

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REFERENCE MATERIAL

None.

SUBJECT HISTORY (last 3 years)

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

Local Authorities' Statutory Duty to Provide Road Safety

The 1988 Road Traffic Act, Section 39

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

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

39 (3) Each local authority –

[a] must carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area,

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

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

Appendix 2

Local Authorities' Statutory Duty to Provide Road Safety

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

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