

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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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