



**COUNCILLOR
STUART WHITTINGHAM**

**CABINET
18 July 2016**

**TRANSPORT PLAN FOR
GROWTH PROGRAMME
2016/17**

Councillor Stuart Whittingham, Cabinet Member - Transport and Infrastructure, said:

Our ambitions for Wirral - a thriving, growing economy with high-paying jobs for our residents - are dependent on a transport network which is safe, efficient and attracts employers to our Borough.

I am delighted that we are in a position to recommend investment of £1.375m into improving our highway infrastructure, supporting the priorities set out in our Connecting Wirral Transport Strategy.

This investment will help bring about further growth in our economy, it will help reduce carbon emissions and - crucially - it will further improve our roads to support our residents to travel safely and efficiently.

REPORT SUMMARY

On the 15th April 2016, the Liverpool City Region Combined Authority allocated £1,375,000 of Integrated Transport Block funding to Wirral Council, to support the delivery of the Liverpool City Region Transport Plan for Growth during 2016/17. This report seeks Cabinet approval to accept the £1,375,000 and allocate it to priorities and projects as outlined in the report.

Wirral Transport Plan For Growth programme supports the Wirral Plan pledge to provide Transport and Technology Infrastructure fit for the future by ensuring that Wirral has safe,

affordable, well maintained and efficient transport networks for residents to access community services, leisure facilities and commute to work. Specifically the key priorities within the Connecting Wirral Transport Strategy for keeping traffic moving safely and efficiently and encouraging healthy, active travel are delivered through the proposed programme.

This is a Key Decision and affects all Wards within the Borough.

RECOMMENDATION/S

Cabinet is requested to:

- (1) Approve the acceptance of £1,375,000 of Integrated Transport Block funding allocated to Wirral Council by Liverpool City Region Combined Authority;
- (2) Approve the proposed programme for this funding as set out in Appendix 1;
- (3) Delegate authority to the Head of Environment and Regulation, in conjunction with the Cabinet Member for Highways and Infrastructure, to make necessary adjustments to the priorities within the programme should the need arise due to financial or other factors.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To ensure that the transport capital programme reflects the Wirral 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.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 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 pledge to make sure that Wirral's roads are safe and well maintained and to reduce the number of people killed or seriously injured in road traffic accidents.

3.0 BACKGROUND INFORMATION

3.1 TRANSPORT PLAN for GROWTH

- 3.1.1 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>

- 3.1.2 The Council's priorities for keeping traffic moving safely and efficiently and encouraging healthy, active travel as set out in the Connecting Wirral Transport Strategy, are supported by the Transport Plan for Growth.
- 3.1.3 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.
- 3.1.4 The Government has now empowered 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, 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.
- 3.1.5 On 15th April 2016, the Combined Authority approved the allocation available for each district, which included £1,375,000 for Wirral.
- 3.1.6 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.
- 3.1.7 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 the Connecting Wirral Transport Strategy 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.

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

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 and safe movement of people and goods, provides a safer environment for cycling & walking, and maintenance of existing assets central to achieving this, and is a key priority in the Connecting Wirral Transport Strategy.
	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, to facilitate an efficient and healthy transport network and is a key priority in the Connecting Wirral Transport Strategy.
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.
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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 3.2 sets out the detail of the Integrated Transport Block element of Wirral’s Transport Plan for Growth programme.

3.2 WIRRAL’S TRANSPORT PLAN FOR GROWTH PROGRAMME

3.2.1 Overview

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 Wirral Plan 20/20 pledge 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, and as set out in the Connecting Wirral Transport Strategy.

Appendix 1 presents the proposed breakdown of Wirral’s ITB allocation of £1,375,000 for 2016/17 against potential projects.

Wirral Transport Plan for Growth programme has been formulated to reflect the key Connecting Wirral Transport Strategy and Transport Plan for Growth priorities and support the delivery of the outcomes set out in Table 1.

The Transport Plan for Growth Capital Programme for 2016/17 provides an allocation of £130,000 to the Constituency Committees (£32,500 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.

3.2.2 Growth

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 Council’s Growth Plan.

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.

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’.

3.2.3 Enabling Access to Opportunity

Schemes have been developed that will encourage walking and cycling 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 complement the terms of reference adopted by the Wirral Active Travel 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.

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

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 Head of Environment and Regulation, in conjunction with the Cabinet Member for Highways and Infrastructure, shall be given delegated authority to identify suitable additional, enhanced or replacement schemes, which meet the priorities of the Connecting Wirral Transport Strategy and the Transport Plan for Growth.

3.2.4 Supporting a Low Carbon Environment

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, upgrading ageing pedestrian 'Pelican' crossings to 'Puffin' crossings and upgrade of signal infrastructure to support the latest technological advances in communications and bus priority. 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.

In order to continue to support sustainable travel, funding has also been allocated to implement measures to encourage active travel and reduce single occupancy car trips.

3.2.5 Development Work

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

4.0 FINANCIAL IMPLICATIONS

- 4.1 All schemes are funded from the DfT Local Transport Capital Settlement for Integrated Transport Block (ITB) funding for 2016/17 totalling £1,375,000 and this is included In the Council's Capital Programme for 2016/17. Future revenue maintenance costs will be met from the Highway Maintenance Revenue Budget.

5.0 LEGAL IMPLICATIONS

- 5.1 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.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 Existing staff resources will be used for the detailed investigation, design and supervision of these schemes, supplemented by external support where required.

7.0 RELEVANT RISKS

- 7.1 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.
- 7.2 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 priorities in the Connecting Wirral Transport Strategy.
- 7.3 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.
- 7.4 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 for Highways and Infrastructure shall be given delegated authority to identify suitable additional or replacement schemes.

8.0 ENGAGEMENT / CONSULTATION

- 8.1 Detailed scheme proposals will be subject to further Public and Ward Councillor consultation as appropriate and engagement with other interesting bodies (Active Travel Forum etc).

9.0 EQUALITY IMPLICATIONS

- 9.1 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

- 9.2 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.

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APPENDICES

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-transportdelivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>

Connecting Wirral Transport Strategy

<http://s03vs-intrcm.core.wcent.wirral.gov.uk/documents/s50034608/Transport%20Strategy%20final%20version.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/pgt/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)

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
CABINET Wirral Plan: A 2020 Vision - Underpinning Strategies: Connecting Wirral	27th June 2016
CABINET (Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2015/16)	20th July 2015
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