



**11 JUNE 2020**

<b>REPORT TITLE:</b>	LIVERPOOL CITY REGION COMBINED AUTHORITY TRANSPORT PLAN PROGRAMME 2020-21
<b>REPORT OF:</b>	SIMON FOX, INTERIM ASSISTANT DIRECTOR FOR HIGHWAYS AND INFRASTRUCTURE

## **REPORT SUMMARY**

On the 24<sup>th</sup> January 2020, the Liverpool City Region Combined Authority awarded £1,150,000 of Integrated Transport Block funding to Wirral Council, to support the delivery of the Liverpool City Region Combined Authority Transport Plan Programme during 2020/21.

This report seeks Cabinet approval to accept the £1,150,000 and allocate it to priorities and projects as outlined in the report.

The Combined Authority Transport Plan programme supports the following key outcomes of the Wirral Council Plan 2025.

- A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations
- a cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency;
- safe vibrant communities where people want to live and raise their families;

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

## **RECOMMENDATION/S**

The Cabinet Member for Environment & Climate Change is requested to:

- 1) Approve the acceptance of £1,150,000 of Integrated Transport Block funding allocated to Wirral Council by Liverpool City Region Combined Authority to support the delivery of the Combined Authority Transport Plan Programme;
- 2) Approve the proposed programme for this funding as set out in Appendix 1;

3) Delegate authority to the Director for Delivery, in consultation with the Cabinet Member for Environment and Climate Change, 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 (Integrated Transport Block) reflects the Combined Authority Transport Plan and Mayoral priorities and Wirral 2025 Plan 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 Combined Authority Transport Plan, the Council's Wirral 2025 Plan and Climate Emergency Declaration.

### **3.0 LIVERPOOL CITY REGION COMBINED AUTHORITY TRANSPORT PLAN**

- 3.1 The Combined Authority Transport Plan articulates the Liverpool City Region Combined Authority's (LCRCA's) vision for transport. The plan provides a single source of information on adopted transport policy and the Combined Authority's investment priorities.
- 3.2 The Combined Authority Transport Plan replaces the Combined Authority's 2015 Transport Plan for Growth. It does not replace the statutory Merseyside Local Transport Plan and Halton Local Transport Plan from 2011. Instead, it provides a non-statutory, updated statement of current priorities and provides a bridge between the statutory plans presented in LTP3 and the development of a new, statutory Transport Plan for the city region (LTP4) which will be produced following the development of an overarching LCR Local Industrial Strategy and Spatial Development Framework, both of which are currently in development. By not pre-empting this process, this will ensure the City region integrates longer-term transport policies with social and economic vision and priorities, including spatial planning vision.
- 3.3 The CA Transport Plan identifies that the main issues and challenges affecting the City Region are grouped around:
- Growth and Jobs
  - Modal Shift
  - A People Centred Approach

The core vision is to develop a transport system which:

- is comprehensive, affordable and reliable
- is integrated and easy to use
- supports the development of new and existing communities
- is green, and is healthy

- 3.4 As such the Strategic Objectives of the LCR Combined Authority Transport Plan are:
- To support inclusive economic growth across a thriving city region. This is by developing a transport network that effectively and efficiently connects people, freight, businesses and visitors, and in a way that is fully integrated with wider policy objectives.
  - To exploit the city region's role as a global gateway that is served by all forms of transport that supports Northern Powerhouse and Transport for the North's aims to rebalance the UK's economy, through economic agglomeration and de-congestion benefits
  - To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive. This has a focus on boosting healthy forms of travel for short trips and where the public transport networks are the modes of choice
  - To develop a mobility system that enhances the health and wellbeing of our citizens. This will include the development of liveable and resilient city region that addresses the challenges of poor air quality and supports the move to a zero carbon LCR by 2040
  - To secure a transport network that is well maintained, safe and resilient

#### **4.0 WIRRAL COUNCIL LCRCA TRANSPORT PLAN CAPITAL PROGRAMME**

- 4.1 Whilst part of the single capital allocation, the Combined Authority has agreed to manage the transport capital pot outside of the main Strategic Investment Fund (SIF) assurance framework process for the period through to 2020/21. On the 24th January 2020 the Combined Authority approved the allocation available for 2020/21 for each district, which included £1,150,000 Integrated Transport Block for Wirral.
- 4.2 Each of the Liverpool City Region partner authorities is required by the LCR to develop their own Capital Programme which, when combined, form a Liverpool City Regionwide Implementation Plan.
- 4.3 It should be noted that whilst addressing the LCR transport priorities the programme also supports the following key outcomes of the Wirral Council Plan 2025.
- A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations
  - a cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency;
  - safe vibrant communities where people want to live and raise their families;
- 4.4 Appendix 1 presents the proposed 2020/21 Combined Authority Transport Plan delivery programme of £1,150,000. It should be noted that individual schemes deliver against more than one strategic objective and this is summarised in Appendix 1.
- 4.5 Schemes identified within the programme will also have a major impact in reducing the number and severity of casualties on Wirral's roads. 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.

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 All schemes are funded from the Combined Authority allocation for Integrated Transport Block (ITB) funding for 2020/21 totalling £1,150,000 and will be added to the Council’s Capital Programme for 2020/21.

## **6.0 LEGAL IMPLICATIONS**

- 6.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act and the Traffic Management Act 2004.

## **7.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS**

- 7.1 All schemes are funded from the Combined Authority allocation for Integrated Transport Block (ITB) funding for 2020/21 and will be added to the Council’s Capital Programme. Existing staff resources will be used for the detailed investigation, design and supervision of these schemes, supplemented by external support where required. Future revenue maintenance costs will be met from the Highway Maintenance Revenue Budget.

## **8.0 RELEVANT RISKS**

- 8.1 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.
- 8.2 Failure to undertake the identified programme of works would also result in a failure to support the delivery of the priorities of the Liverpool City Region Combined Authority Transport Plan. Consequently, this could result in the loss or clawback of funding.
- 8.3 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.
- 8.4 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 Director for Delivery, in consultation with the Cabinet Member for Environment and Climate Change shall be given delegated authority to identify suitable additional or replacement schemes.

## **9.0 ENGAGEMENT/CONSULTATION**

- 9.1 Wirral Council has a statutory consultation processes that is required for the undertaking of work on the adopted highway for which will require public consultation, objections to which would be considered by the Highways & Traffic Representation Panel once a level of objections have been reached (as outlined in Part 3, Schedule 5 of the current Scheme of Delegation).
- 9.2 The Wirral Active Travel Forum is a formally constituted group which meets quarterly with interested public and private organisations and individuals, to support active travel as a simple, low cost and effective way for people to access life opportunities whilst increasing levels of physical activity in their day to day life. Membership of this group is open to all the forum will continue to be engaged as these programmes develop.
- 9.3 The consultation process has followed the following guiding principles of fair consultation:
- It should be at a time when proposals are at a formative stage
  - Must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response
  - Those consulted should be made aware of the factors that are of decisive relevance to the decision
  - Adequate time should be given for consideration and response
  - The product of the consultation should be conscientiously taken into account by the decision makers in finalising their statutory proposals/ when the ultimate decision is taken

## **10.0 EQUALITY IMPLICATIONS**

- 10.1 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 that can demonstrate that there are no negative implications associated with the implementation of these activities on the 'protected characteristics'. The proposed programme of works that supports the Combined Authority Transport Plan programme includes measures to assist the transport needs of all sections of the community.
- 10.2 Whilst there are no equality implications arising from this report, the associated actions arising from the delivery may need to assess any equality issues and mitigate any negative impact that may emerge.
- 10.3 The Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act. We recognise that this decision may have an impact on those who would wish to access certain locations by motor vehicle and other modes of transport. We will be publishing details of any restrictions and alternative routes where applicable.

10.4 The EIA was completed as part of the LTP3 Integrated Assessment and a copy is set out in Appendix 2.

## **11.0 ENVIRONMENT AND CLIMATE IMPLICATIONS**

11.1 The proposed programme of works set out in this report generally have environmental benefits. Many of the Local Journey and Network Management projects are aimed at improving access to the highway network which will help to support better air quality across the borough and also enable a greater number of journeys to be undertaken by sustainable modes, therefore reducing resident's reliance on the private car and reducing carbon emissions. Other projects will improve environmental safety for highway users.

**REPORT AUTHOR:** **Carl Amos**

Senior Network Manager - Delivery Services

telephone: (0151) 606 2370

email: carlamos@wirral.gov.uk

## **APPENDICES**

Appendix 1: 2020/21 Combined Authority Transport Plan (Integrated Transport Block)  
Proposed Programme

Appendix 2: LTP3 Integrated Assessment

## **BACKGROUND PAPERS**

Liverpool City Region Combined Authority Transport Plan

<https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA-TRANSPORT-PLAN.pdf>

DFT Road Safety Research Report no.108 'Contribution of Local Safety Schemes to Casualty Reduction':

<http://webarchive.nationalarchives.gov.uk/20090417002224/http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/rsrr108.pdf>

Liverpool City Region Rights of Ways Improvement Plan 2 2018 - 2028:

[https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA\\_ROWIP\\_AUG2018.pdf](https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA_ROWIP_AUG2018.pdf)

**SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
CABINET Transport Plan for Growth Programme 2019/20	25 March 2019
CABINET Transport Plan for Growth Programme 2018/19	26th March 2018
CABINET Transport Plan for Growth Programme 2017/18	27th Feb 2017

**APPENDIX 1**

**2020-21 COMBINED AUTHORITY TRANSPORT PLAN CAPITAL PROGRAMME**

LOCATION	SCHEME OUTPUT	LCR COMBINED AUTHORITY TRANSPORT STRATEGIC OBJECTIVES	WIRRAL COUNCIL PLAN 2025 OUTCOMES	£
Local Journey & Safety Improvements – various locations	Conway Street Speed & Red Light Enforcement Cameras; Upton Bypass/Old Greasby Road, Upton Proposed Toucan Crossing Facilities; Plymyard Avenue & surrounding roads, Eastham (South Wirral High School) Traffic Calming; School Streets Programme (Traffic Management Measures) 6 pilot schemes for 12 month period (Greanleas Primary School, Christchurch Primary School, Rock Ferry Primary School, Raeburn Primary School, Liscard Primary School, Brackenwood Junior and Brackenwood Infants Schools).	Inclusive economic growth Modern, safe, clean, healthy and inclusive journeys Air quality/zero carbon Well maintained and resilient	A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency Safe vibrant communities where people want to live and raise their families A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations	£570,000
Traffic Signal Improvements – various locations	Arrowe Park Road/Arrowe Brook Road upgrade traffic signals including introduction of pedestrian crossing facilities; Woodchurch Road/Oakdene Road upgrade Pelican to Puffin; Frankby Road/Hambleton Drive upgrade Pelican to Puffin;	Well maintained and resilient Inclusive economic growth Modern, safe, clean, healthy and inclusive journeys	Safe vibrant communities where people want to live and raise their families A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations	£350,000

	<p>Hoylake Road/Digg Lane upgrade Dual Pelican to a Dual Puffin or single Signal-Controlled Pedestrian Crossing (removing crossing stagger);</p> <p>Brighton Street/Rappart Road upgrade Pelican to Puffin or Signal-Controlled Pedestrian Crossing.</p> <p>All upgrades will include installation of LED signal heads.</p>			
Pedestrian Access Improvements – various locations	Dropped kerb facilities focusing on key strategic routes to employment, healthcare, shopping areas etc.	<p>Inclusive economic growth</p> <p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Well maintained and resilient</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families</p> <p>A prosperous, inclusive economy where local people can get good jobs and achieve their aspirations</p>	£150,000
Public Rights of Way Improvements – various locations	Various low-cost measures to improve Wirral's Footpaths, Bridleways and 'Byways Open to All Traffic'	<p>Modern, safe, clean, healthy and inclusive journeys</p> <p>Air quality/zero carbon</p> <p>Modern, safe, clean, healthy and inclusive journeys</p>	<p>A cleaner greener Borough that celebrates, protects and is an improved environment and urgently tackles the environment emergency</p> <p>Safe vibrant communities where people want to live and raise their families;</p>	£80,000
				<b>£1,150,000</b>