

TRANSPORT CAPITAL PROGRAMME INTEGRATED TRANSPORT BLOCK - AREA FORUM CONSULTATION

1.0 EXECUTIVE SUMMARY

- 1.1 This report brings to Cabinet's attention the results of Area Forum Consultation on the drawing up of the 2009/10 list of highway schemes under the LTP Integrated Transport Block.
- 1.2 It summarises the decision of each Area Forum on the possible reallocation of this transport block from the centre to each Area Forum.
- 1.3 The report concludes and seeks Cabinet approval to the Block Allocation becoming wholly decentralised and each Area Forum receiving an allocation of £18,200.

2.0 INTRODUCTION

- 2.1 At the Cabinet meeting held on 12 June 2008, a report was considered on the de-centralisation of Integrated Transport funding to Area Forums (Minute 61 refers) Cabinet subsequently agreed to continue the allocation of funding to the two Forums Heswall/Pensby/Thingwall and Bromborough/Eastham for the current year 2008/09.
- 2.2 The success of this initiative piloted in 2007/08 in these two Area Forums was also reported upon with the Cabinet Member for Streetscene and Transport Services welcoming the positive feedback.
- 2.3 Cabinet resolved (inter alia):
 - the positive consultation feedback from the two pilot Forums and strong support for the continued de-centralisation of funding in future years be noted; and
 - officers be requested to consult the remaining nine Forums in the next cycle of meetings to determine if they wish to receive de-centralised funding for 2009/10 based on the success of this pilot initiative.

3.0 REPORT

- 3.1 As instructed by Cabinet, officers engaged with the Area Forums in their January/February 2009 cycle of meetings and officers drew their attention to the following key points listed below.
- 3.2 Two of the eleven Area Forums have previously decided that they would prefer to benefit locally by having part of the LTP Integrated Transport Block decentralised and put at their disposal for consideration of local schemes. This arrangement was reached based on a similar consultation exercise to this held in 2006.
- 3.3 The sum of money is in the region of £18,200 per Area Forum and can typically be used to provide lowered kerb crossings, modest local signposting and road lining schemes. In some instances depending upon physical constraints it may be possible to provide for a central road island to help people cross the road and/or introduce pedestrian safety barriers.

- 3.4 The alternative to not decentralising the funding is for it to be administered centrally as now and for larger, more expensive schemes to be put in on a Borough-wide basis based on a priority assessment so some areas will benefit but others may not.
- 3.5 Those two Area Forums currently holding their own budget receive officer input to guide them in their decision making process and this would be made available if the initiative was expanded to cover all Area Forums.
- 3.6 Should Area Forums decide to have their own de-centralised share of Integrated Transport funding, there is no restriction of neighbouring Area Forums combining funding or providing match funding from “You Decide” or other sources.
- 3.7 The following table identifies the Area Forums, the date of meeting and the result of the consultation exercise:

Date 2009	Forum	Allocate on Individual Basis	Leave at Centre
Tuesday – 7pm 3 February	Oxton/Prenton	✓	
Tuesday – 7pm 3 February	Bebington/Clatterbridge		✓
Thursday – 7pm 12 February	Bidston & Cloughton		✓
Thursday – 7pm 12 February	Heswall/Pensby & Thingwall	✓	
Monday – 7pm 16 February	New Brighton/Wallasey	✓	
Monday – 7pm 16 February	West Wirral	✓	
Tuesday – 7pm 17 February	Bromborough/Eastham	✓	
Tuesday – 7pm 17 February	Greasby, Frankby, Irby, Upton & Woodchurch	✓	
Wednesday – 7pm 25 February	Liscard/Seacombe	✓	
Wednesday – 6pm 25 February	Birkenhead & Tranmere/ Rock Ferry		✓
Wednesday – 7pm 25 February	Leasowe, Moreton & Saughall Massie	✓	

4.0 ANALYSIS OF CONSULTATION FEEDBACK AND PROPOSED WAY FORWARD

- 4.1 The result of the consultations is that eight of the eleven Area Forums wish to receive their one-eleventh share of the Integrated Transport Block funding, equating to approximately £18,200 each.
- 4.2 Three Area Forums, Bebington/Clatterbridge, Bidston/Cloughton and Birkenhead & Tranmere/Rock Ferry have a preference for the funding remaining at the centre.
- 4.3 Based on the strong majority in favour of de-centralisation and the previously reported success of the two pilot Forums, it is proposed that the Integrated Transport Block allocation is wholly de-centralised and a one eleventh share given to each Area Forum.
- 4.4 Even though this approach does not correspond to the wishes of three of the Area Forums, the view of my officers is that unfortunately it would not be possible to operate a centrally managed prioritised programme based on such a small number of areas and associated funding (£54,600).

5.0 FINANCIAL AND STAFFING IMPLICATIONS

- 5.1 The funding referred to in this report is the £200,000 allocation within the Environment/ Air Quality Block of the Council's Transportation Capital Programme. The overall Transportation Capital Programme was approved by Cabinet on 15th January 2009 (Minute 336 refers) and the detailed Environment/ Air Quality Block report is also to be considered at this meeting.
- 5.2 It is proposed that £18,200 is given to each Area Forum for the year 2009/10 and it is important to note that this Capital funding from the Department for Transport (DfT) must be spent within the financial year on capital schemes or initiatives that meet their criteria for Integrated Transport Block spending.
- 5.3 It should be stressed that if all this funding is to be successfully spent by the eleven Forums within the financial year, timely decision making by Area Forums on how they wish their funding to be spent will be vital.
- 5.4 To facilitate this timely decision making, close support and guidance will need to be provided by officers from Technical Services. At this stage, it is anticipated that the de-centralised approach proposed in this report will be more resource intensive in terms of staffing however it is anticipated this can be covered from within existing staff resources.

6.0 EQUAL OPPORTUNITIES IMPLICATIONS

- 6.1 There are no implications under this heading.

7.0 COMMUNITY SAFETY IMPLICATIONS

- 7.1 Schemes which can arise out of the determination on the spending profile of the block allocation can help improve safety.

8.0 LOCAL AGENDA 21 IMPLICATIONS

- 8.1 There are no implications under this heading.

9.0 PLANNING IMPLICATIONS

- 9.1 There are no planning implications.

10.0 ANTI-POVERTY IMPLICATIONS

- 10.1 There are no implications under this heading.

11.0 SOCIAL INCLUSION IMPLICATIONS

- 11.1 There are no implications under this heading.

12.0 LOCAL MEMBER SUPPORT IMPLICATIONS

- 12.1 All Wards have been part of the consultation process.

13.0 ACCESS TO INFORMATION ACT

- 13.1 None.

14.0 RECOMMENDATIONS

14.1 That

- (1) the report be noted and that officers be thanked for their engagement with the Area Forums over this matter.
- (2) the Integrated Transport Block Allocation be decentralised with each Area Forum receiving a one-eleventh share amounting to approximately £18,200 in 2009/10 to carry out scheme(s) of a traffic management/road safety nature in the local area.
- (3) the Director of Technical Services provide assistance in each Forum area for this expenditure to aid decision making in drawing up future works programmes under the Integrated Transport Block Allocation.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES