

REPORT TO: CABINET MEMBER – TECHNICAL SERVICES

DATE: 22 September 2010

SUBJECT: Proposed A565 Route Management Strategy and Action Plan

**WARDS
AFFECTED:** Manor, Victoria, Church

REPORT OF: A.Wallis – Planning and Economic Development Director

**CONTACT
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**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To seek approval for the A565 Route Management Strategy and draft Action Plan

REASON WHY DECISION REQUIRED:

The A565 Route Management Strategy and Action Plan provides the basis for delivering improvements in traffic management, safety and accessibility along the A565 in Crosby and Waterloo. The adoption of the Strategy and Action Plan is a key decision identified in the Forward Plan.

RECOMMENDATION(S):

It is recommended that Cabinet Member – Technical Services:

- 1) Approves the proposed A565 Route Management Strategy and draft Action Plan
- 2) Notes the proposal to carry out public consultation on the proposed A565 Route Management Strategy and draft Action Plan

KEY DECISION: Yes

FORWARD PLAN: Published

IMPLEMENTATION DATE: Following the expiry of the 'call in' period for the minutes of the meeting

ALTERNATIVE OPTIONS:

The adoption of a Route Management Strategy and Action Plan is seen as the best mechanism to deliver a co-ordinated package of measures aimed at reducing congestion and improving safety for the A565. The alternative is to allow things to remain as they are, resulting in existing problems not being addressed and potentially getting worse.

IMPLICATIONS:**Budget/Policy Framework:**

Financial: The development of scheme designs for the delivery of the action plan is included in the Local Transport Plan capital programme. No specific scheme costs are proposed at this stage.

<u>CAPITAL EXPENDITURE</u>	2009 2010 £	2010/ 2011 £	2011/ 2012 £	2012/ 2013 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<u>REVENUE IMPLICATIONS</u>				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

Legal: None

Risk Assessment: N/A

Asset Management: N/A

CORPORATE OBJECTIVE MONITORING:

<u>Corporate Objective</u>		<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		√	
2	Creating Safe Communities	√		
3	Jobs and Prosperity		√	
4	Improving Health and Well-Being	√		
5	Environmental Sustainability	√		
6	Creating Inclusive Communities	√		
7	Improving the Quality of Council Services and Strengthening local Children and Young People		√	
8			√	

CONSULTATION UNDERTAKEN/VIEWS**LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT**

Report to Crosby Area Committee of 20th February 2008 – A565 Route Management Strategy Update
Report to Crosby Area Committee of 5th November 2008 – A565 Route Management Strategy Progress Report
Report to Cabinet Member – Technical Services of 24th February 2010 – A565 Route Management Strategy Progress Report
Report to Crosby Area Committee of 8th September 2010 – A565 Route Management Strategy and Action Plan

1.0 Background

- 1.1 Cabinet Member will be aware that Sefton Council's Strategic Transportation Planning Unit has been developing a Route Management Strategy for the A565 through Crosby and Waterloo.
- 1.2 The A565 Route Management Strategy covers the section of A565 from the Seaforth Flyover to the junction with the A5207 (Green Lane, Thornton). This section of the A565 is approximately 3.2 miles long. This incorporates the section between Seaforth Flyover and Crosby Village identified in the Merseyside Congestion Target Delivery Plan as a corridor requiring action to combat congestion and its associated problems.

2.0 The Development of the Strategy and Action Plan

- 2.1 Following discussions with Members at the meeting of the Member Officer Working Party on 22nd June 2007, a staged approach was adopted for the development of the A565 Route Management Strategy. This approach included the development of an evidence base and the review of key issues identified in addition to carrying out a public consultation exercise. Existing information about conditions along the A565 in terms of traffic congestion, safety, accessibility and environmental conditions was collected and compiled in 2007-2008. A wide-ranging consultation was undertaken in 2008 to identify and confirm the key issues that need to be addressed as part of the strategy.
- 2.2 The results of the public consultation carried out in 2008 were essential in developing the Route Management Strategy. The proposed A565 Route Management Strategy is included in a summarised form as Annex A of this report.
- 2.3 In 2009, Sefton Council commissioned its design consultants Capita Symonds to carry out a feasibility study to consider a range of potential improvements along A565. The study included:
 - A review of road markings along the route to assess whether there is potential to improve traffic flow by altering these.
 - A review of options for improving traffic flow through Great Georges Road/Crosby Road North Junction
 - A review of options for improving traffic flow and the introduction of a pedestrian crossing phase at Crosby Road North/South Road Junction
 - A review of provision and enforcement of parking and drop off points around shops and schools on route
 - A review of potential improvements to other junctions along the route

In undertaking the different elements of work, Capita Symonds took account of the following issues:

- The impact and effectiveness in improving traffic flows / speeds / highway capacity,

- The impact on other modes – public transport / walking / cycling,
 - The impact on safety of all users,
 - The impact on air quality,
 - Deliverability – in terms of possible disruption / land issues / etc
 - The cost of each option
- 2.4 The completed feasibility report identified a range of potential improvements along the A565 that justified further consideration.
- 2.5 Government funding specifically aimed at supporting measures to reduce congestion has been made available to the Merseyside Transport Partnership. The Merseyside Congestion Group consisting of the five district authorities and Merseytravel was set up to appraise potential schemes and distribute the funding. Sefton Council has been successful with a number of funding bids to the Merseyside Congestion Group for the implementation of traffic management measures. These included:
- The installation of two traffic monitoring cameras to improve real time monitoring of junctions along the A565 route. These will enable Sefton Council to respond more quickly to problems of traffic congestion as they occur.
 - The installation of four Automatic Number Plate Recognition (ANPR) cameras along the A565 route. These cameras will be used to provide journey time data for the route, which is important in monitoring any potential changes in traffic resulting from the implementation of the strategy.
 - The installation of Variable Message Signs (VMS) on Crosby Road South and on Southport Road that will provide drivers with real time information in respect to traffic conditions and journey times as they enter the sections of the A565 covered by the Route Management Strategy.
- 2.6 The Merseyside Congestion Group commissioned consultants MIS Mott Macdonald to build microsimulation computer traffic models of the three priority congestion corridors in Merseyside, the A565 being one of these. The base model for the A565 was completed in November 2009 and Sefton Council then commissioned MIS Mott MacDonald to test a range of proposals for improvements along the A565. The most feasible proposals developed as part of the feasibility study were tested using the model so that their impacts on journey times and traffic speeds could be assessed. The model uses a multi modal approach, which can model the effects for all users of the A565, including public transport.

3.0 Consultation

- 3.1 Discussions were held with Ward Councillors in March 2010 and again in July 2010 at Member Officer Working Parties in respect to the developing A565 Route Management Strategy and Action Plan. The proposed A565 Route Management Strategy and draft Action Plan was reported to the Crosby Area Committee on 8

September 2010 for comment. The Area Committee endorsed the Route Management Strategy and noted the draft Action Plan, with a request that additional details are provided and that further specific consideration is given to the proposals for the College Road/Kingsway junction.

- 3.2 All the issues raised by Ward Members and the Crosby Area Committee have been carefully considered in developing the final proposals for the A565 Route Management Strategy and the contents of the draft Action Plan. The Strategy and Action Plan will be made widely available to the public and stakeholders for comment following approval of the Strategy by Cabinet Member. The Strategy and draft Action Plan will be reviewed and updated to take account of any comments received. Individual schemes within the Action Plan will also be subject to public consultation in respect to the detail of those schemes.

4.0 The Proposed Action Plan

- 4.1 Schemes for inclusion in the draft Action Plan were developed from proposals identified in the Feasibility Study and tested by the traffic modelling. Each option has been fully appraised and indicative cost estimates have been provided for each proposal. The draft Action Plan includes a combination of short, medium and long term proposals to deliver the A565 Route Management Strategy.
- 4.2 The proposed Action Plan is provided in detail as Annex B of this report. The Crosby Area Committee will be asked to approve the details of any specific schemes contained within the Action Plan as they are developed in the future.
- 4.3 The delivery of the Action Plan will be subject to sufficient funding being available from the Merseyside Local Transport Plan and developer contributions through Section 106 Agreements.

5.0 Conclusions

- 5.1 The proposed Route Management Strategy and Action Plan is expected to deliver significant benefits to all users of the A565 corridor.

6.0 Recommendations

- 6.1 It is recommended that Cabinet Member – Technical Services approves the A565 Route Management Strategy and draft Action Plan and notes the proposal to carry out public consultation on the proposed A565 Route Management Strategy and draft Action Plan.

Proposed A565 Route Management Strategy

Executive Summary

Introduction

The A565 is a key strategic route in Sefton linking Southport and Liverpool, and passing through Formby, Crosby and Bootle. Following the de-trunking of the road in 2004, the ownership and responsibility for the management of the A565 was transferred to Sefton Council. In recognition of the importance of the A565 to the borough of Sefton, the Council has developed a Route Management Strategy (RMS) for the route.

A Route Management Strategy provides a framework for managing a key highway route as part of the wider transport network. The A565 Route Management Strategy is focused on the 3.2 mile long section of the A565 between the Seaforth Flyover and its junction with the A5207 (Green Lane) in Thornton. The A565 Route Management Strategy is intended to improve traffic management and safety along the route by the introduction of measures that have the support of local people and business.

The Development of a Route Management Strategy for the A565

The development of the strategy involved a number of important stages including:

- Collecting evidence/information
- Identifying the key issues
- Involving the public
- Examining what can be done and what will work (identifying and assessing options)
- Agreeing the strategy
- Developing an action plan

What are the Key Issues ?

The key issues that the Strategy needs to address have been identified. These are :

- Traffic congestion
- Safety
- Accessibility – including public transport, walking and cycling
- Air quality
- Quality of life

These issues are discussed in more detail below.

Traffic Congestion

- The A565 is now carrying substantially more traffic than it was originally designed to carry.

- Congestion on the A565 frequently occurs at peak times. This congestion is most evident at signalised traffic junctions and crossings along the route.
- The traffic congestion is often made worse by vehicles illegally parked in prohibited areas and outside schools. The provision of dedicated right turns at some junctions along the route can also create traffic congestion by restricting traffic not turning right to one lane at the junctions concerned.
- The building of new developments along the route has the potential to exacerbate existing traffic congestion problems.
- In the past few years technological advances in urban traffic control have meant that improvements have been made at signalised junctions without the need for physical changes to the existing highway. However, it is clear that the use of technology alone with no other changes cannot continue to reduce the impact of congestion along the A565.
- Sefton has adopted a target for tackling congestion on the A565 as part of the Borough's Local Area Agreement.

Safety

- Sefton Council monitors all traffic related accidents where injuries have occurred. A borough-wide review carried out for the three year period from May 2006 to April 2009 found that 89 traffic related personal injury accidents occurred on the A565 within the Route Management Strategy area. These accidents resulted in 10 serious injury casualties and 133 slight injury casualties.
- Many other collisions, in which no one is injured or killed, also occur along the A565. As these only result in damage to vehicles, most will be unreported.

Accessibility

- The area surrounding the A565 has good links to the Northern Line rail network with stations at Blundellsands and Crosby, Waterloo and Seaforth and Litherland. The local bus network is also extensive and provides several high frequency services. Bus services may be further improved if Waterloo Interchange is enhanced in future years.
- Congestion along the route results in delays for bus services.
- The low number of trips by bus, rail, and cycle compared to those by car within the A565 area suggests that there is potential to encourage the use of more sustainable forms of transport.
- The heavy traffic flows of mixed vehicles that regularly occur on the A565 particularly at peak times do have the potential to deter cycle use. However, there is the potential to further develop the local cycle network creating alternative routes for cyclists on less highly trafficked roads.

- The estimated future increases in the numbers of people of 60 years of age or older living in the area suggests that there will be increased opportunities for public transport to address the needs of this section of the local population in the future.

Air Quality

- There are national objectives set for Air Quality. These objectives represent the government's view of achievable air quality and include standards and targets for individual pollutants. Locations where these objectives are not being met must be declared as Air Quality Management Areas (AQMA) and an action plan that works towards achieving the objectives must be developed.
- Monitoring of air quality and computer predictions of future air quality have indicated that the national objectives are not being met along part of the A565. As a result, an Air Quality Management Area (AQMA) has been declared on the A565, Crosby Road North between South Road and Kingsway. Emissions from traffic have been identified as the main source of air pollution in the AQMA.

Quality of Life

- The A565 has a vibrant mix of residential, retail, leisure, office and educational facilities situated along it. The public realm along the route varies with the northern section between Kingsway/College Road and Green Lane being more residential with more green spaces overall than the southern section.
- The low car ownership data for households in the southern section of the A565 between Princess Way and Kingsway/College Road indicates that a significant proportion of the congestion that occurs along this section of the A565 is not caused by local people but rather by people residing outside the area.
- There are two conservation areas that border the section of the A565 covered by the Route Management Strategy. The northernmost conservation area borders the A565 along Moor Lane, whilst to the south of the South Road junction the route passes through another conservation area.
- Transport related noise is related to the amount and speed of traffic and the condition of the road surface. Continuing increases in traffic will have a negative effect on people's quality of life because of the noise it creates. Measures that reduce congestion and queues of standing traffic will have beneficial impacts in respect to noise.

What are the Strategy Objectives ?

Based on the evidence relating to these key issues, a series of objectives have been developed for the A565 Route Management Strategy. These objectives address not only the new national goals, but also reflect the issues that have been identified as priorities for Sefton in the future. The overall aim of the A565 Route Management Strategy is to improve conditions along the route both for people travelling along it and for residents by the introduction of effective measures that have the support of local people and business. Specifically, this is expressed in the following objectives :

- Tackle traffic congestion and improve journey times along the route for both private vehicles and public transport, thereby meeting the Council's commitment in the Local Area Agreement.
- Create a safer environment for all users of the route, specifically by reducing the number and severity of traffic accidents.
- Improve conditions for pedestrians and cyclists, making it both easier and safer for people to get around on foot or by bicycle.
- Reduce overall traffic emissions and improve air quality by reducing congestion and improving traffic flow.
- Develop an Action Plan that is evidence based, deliverable, accurately costed and that will be effective in meeting the objectives of the strategy.
- Ensure that local residents, businesses and users of the route are given the opportunity to influence the Strategy and the Action Plan.

What will the Strategy deliver ?

No single measure or initiative will be sufficient to achieve the objectives of the Route Management Strategy. It will require a coordinated package of different measures. The details of these measures are included in the proposed Action Plan. However, the plan will include:

- Improvements to traffic management and monitoring systems
 - CCTV cameras
 - Variable Message Signage
- Junction improvements
 - Increasing capacity for traffic
 - Improving pedestrian access
 - Safety improvements
- Transport assessments for new developments
 - Measures to minimise traffic impacts
 - Ensuring choice of travel
- Support for more sustainable modes of transport
 - Public transport (rail and bus)
 - Walking and cycling
 - School and workplace travel plans
- Considered approach to parking/deliveries

Annex B

A565 ROUTE MANAGEMENT STRATEGY – PROPOSED ACTION PLAN

	Description	Delivery timetable	Progress and comments
A : Traffic Management, Information and Monitoring			
A1 : CCTV cameras	Provision of additional traffic monitoring cameras at key junctions along the route to enable faster and more targeted adjustments to traffic signal systems in response to traffic congestion.	2009-10	Three cameras installed in 2009. Further camera proposed for installation in 2010.
A2 : Variable Message Signs	Roadside message signs at the northern and southern ends of the route corridor to provide drivers with real time information about traffic conditions and journey times along the route.	2009-10	Signs installed in Thornton and Seaforth in 2010. Complaints about sign in Thornton have resulted in an alternative location being investigated although funds are not currently available to relocate the sign.
A3: ANPR cameras	Installation of Automatic Number Plate Recognition (ANPR) cameras to enable the provision of accurate journey time information along the route.	2009-10	Four cameras installed in 2010 after delay due to issues with the telecommunications connections.
B : Junction Improvements			
B1 : Cambridge Road	Improved pedestrian facilities – signal control and tactile paving Facilities for cyclists – advanced stop lines	On hold – subject to status of Radar Tower proposals Possibly 2011-12	Although pedestrian facilities would be desirable, it is not clear what demand exists. The alternative of providing an uncontrolled crossing with physical improvements through dropped kerbs etc would need to be reviewed in terms of

	Description	Delivery timetable	Progress and comments
			<p>balancing access improvements against safety risk.</p> <p>The status of Radar Tower proposals also needs to be considered as improvements to this junction are likely to be required in association with that development.</p>
B2 : Great Georges Road/Bramhall Road	<p>Improved pedestrian facilities – signal control and tactile paving</p> <p>Introduction of central reserve prohibits right turn into and out of Bramhall Road</p> <p>Facilities for cyclists – crossing upgraded to Toucan and advanced stop lines</p> <p>Pedestrian crossing across Great Georges Road remains uncontrolled</p>	Design work to commence in 2010/11	<p>Proposals at this location must be linked with any proposals for the South Road junction and need to be delivered as a package. Proposals are intended to reduce congestion and improve safety and accessibility.</p> <p>An alternative option that includes a designated lane to allow right turners into and from Bramhall Road has been investigated. However, this option reduces capacity for straight on traffic through the junction.</p>
B3 : South Road/ Haigh Road	<p>Improved pedestrian facilities – signal control and tactile paving on all legs</p> <p>Designated lanes to accommodate right turners into South Road and Haigh Road</p> <p>All manoeuvres allowed into and out of Haigh Road</p>	Design work to commence in 2010-11	<p>This junction is both the most important and most problematic junction along the route. Provisions for right turn into South Road and inclusion of pedestrian phases in signals are important for both safety and accessibility reasons. The option permitting all turning movements has been proposed, even though it would require landtake to enable widening of the</p>

	Description	Delivery timetable	Progress and comments
	Facilities for cyclists – advanced stop lines on all legs		<p>junction.</p> <p>An alternative option that bans right turns into Haigh Road has been investigated. That option provides greater capacity for straight on traffic at the junction. However, that option cannot be introduced in combination with the Great Georges Road option that also includes a right turn ban.</p>
B4 : Hicks Road	<p>Introduction of new signal control junction</p> <p>Designated lane to accommodate right turners into Hicks Road</p> <p>Two way traffic retained on Hicks Road</p> <p>Improved pedestrian facilities – signal control and tactile paving all 3 legs</p> <p>Existing pelican crossing to be removed</p> <p>Improved cycling facilities – advance stop lines on 3 legs</p>	2010-11	<p>Improvements at Hicks Road can be introduced independently of any scheme at South Road and will deliver benefits in terms of safety, accessibility and traffic flows.</p> <p>Scheme design and consultation can be taken forward in autumn 2010.</p>
B5 : College Road	Improved pedestrian facilities – signal control and tactile paving on 3 legs	2010	This is perceived to be a busier junction for pedestrian movements than either Cambridge Road or Chesterfield Road junctions and this scheme is therefore proposed for early delivery as part of the Action Plan.
B6 : Moor Lane	Two options remain in consideration.	No additional works planned at present,	The roundabout functions reasonably well at the moment and does not have a high

	Description	Delivery timetable	Progress and comments
roundabout	Provision of lane markings on roundabout and approaches; or Re-design of roundabout layout to give priority for A565 movements	subject to impacts of Sainsbury's proposals	accident rate, so additional works may not be needed. In addition, the impacts of Sainsbury's proposals for Crosby town centre are currently being assessed. Any works required as a result would be the subject of discussions with Sainsbury's as part of finalising the development proposals.
B7 : Chesterfield Road	Improved pedestrian facilities – signal control and tactile paving Facilities for cyclists – advanced stop lines	No additional works planned at present	There is not a particular accident or access problem at this junction and there is a nearby existing crossing, so no additional works are currently proposed.
B8 : Edge Lane	Two options still under consideration. <u>Option 1</u> Improved pedestrian facilities – signal control and tactile paving on further 2 legs Facilities for cyclists – advanced stop lines on all 4 legs <u>Option 2</u> Improved pedestrian facilities – signal control and tactile paving on further 2 legs Facilities for cyclists – advanced stop lines on all 4 legs Make The Crescent one-way from Edge Lane to Moor Lane	Works subject to progress of Aldi development and linked with proposed Thornton to Switch Island Link.	The proximity of the school, supermarket and shops mean that at certain times, there are very substantial pedestrian movements through and across the junction, so there would be substantial value in incorporating additional pedestrian facilities. Issues of traffic on The Crescent are also a subject of concern. Some works may be implemented in association with the Aldi supermarket development. Other works will be reviewed subject to the progress of the Thornton to Switch Island Link proposals because they will influence the

	Description	Delivery timetable	Progress and comments
			performance of the junction.
B9: Green Lane	Improved pedestrian facilities – signal control and tactile paving on all legs Facilities for cyclists – advanced stop lines on 3 legs	Works subject to development of proposed Thornton to Switch Island Link.	Existing pedestrian facilities at this junction are poor, so there would be value in installing pedestrian facilities at the junction, although it may introduce additional delay. The works will be reviewed subject to the progress of the Thornton to Switch Island Link proposals because they will influence the performance of the junction.
B10 : Additional junctions	Coronation Road/The Bypass Kingsway (linked with College Road) Handfield Road & St John's Road (linked with Waterloo Primary School)	2010/11	Review and further investigation of safety, access and traffic issues at these junctions to be carried out in 2010-11.
C: Highway markings and parking management			
C1 : Lane markings	Additional lane markings, could be used to improve lane discipline and facilitate two lanes of traffic along certain parts of the route between Seaforth Flyover and Coronation Road, but primarily between Cambridge Road and Great Georges Road.	2010	This low-cost proposal would potentially improve use of the available carriageway width and assist traffic flow. The works need to be linked with parking management measures so that inappropriate parking does not prevent the use of two lanes of traffic.

	Description	Delivery timetable	Progress and comments
C2 : Parking restrictions and enforcement	Review of existing parking permissions and restrictions along the route, especially in the Waterloo area. The potential to introduce additional restrictions in this area as a way of assisting traffic flow and the impacts of doing so would be investigated. Proposals for improved parking management and enforcement in the area would be developed.	2010-11	Proposals for the Waterloo section of the route to be pursued in conjunction with the plans for additional lane markings, so that maximum benefit can be obtained from the lane markings.
C3 : Delivery arrangements	Review of existing provisions for commercial deliveries to properties along A565 and evaluation of the scope to accommodate delivery provisions whilst assisting traffic flows along the route.	2011-12	Impact of parked cars is perceived to be more significant than delivery vehicles at present, but the provisions for delivery vehicles can be examined after the parking and lane marking proposals have been completed.
D : New developments			
D1 : Ensuring Choice of Travel SPD	Application of the Ensuring Choice of Travel Supplementary Planning Document to new developments, which requires an assessment of accessibility and, depending on the development, may also require a transport assessment and the development of a travel plan.	Ongoing	The SPD provides a valuable mechanism for ensuring that the transport impacts of new developments are properly considered and addressed. It also provides the basis for requesting contributions to fund infrastructure improvements or other measures to support sustainable travel options.
D2 : Securing contributions	Where new developments are proposed and there are anticipated impacts on the existing transport network, contributions will be requested from developers towards the	Ongoing	Contributions have been secured from Aldi (Thornton) and are expected from Sainsbury (Crosby).

	Description	Delivery timetable	Progress and comments
	delivery of the route management action plan.		
<u>E : Supporting sustainable travel behaviour and active lifestyles</u>			
E1 : Walking and cycling	Promotion and support for walking and cycling, through marketing and communication, the Merseyside TravelWise programme and the Sefton programme of led walks, cycle rides and other activities. Sefton activities are delivered in conjunction with Active Sefton and NHS Sefton.	Ongoing	There is an active programme throughout the Borough to promote and support walking and cycling and to encourage people to make short journeys on foot or by bicycle. The programme is not specifically targeted at the A565 corridor.
E2 : Public transport	Support for existing public transport services and provision of improved facilities along the route and in associated local centres.	2012-13 ?	There is no specific programme for public transport improvements at present, although some proposals in Waterloo have been considered in conjunction with Merseytravel. Primary responsibility for delivery of public transport schemes will rest with Merseytravel
E3 : School travel plans	Provision of support and assistance for schools in the development and implementation of travel plans, which encourage safer and more sustainable travel to schools for both staff and pupils. Programme may also include infrastructure improvements in the vicinity of schools.	Ongoing	There are limited resources available to support this activity, although the Council is working with local schools and is seeking greater involvement with Waterloo Primary School.
E4 : Workplace travel plans	Provision of support and assistance for businesses in the development and implementation of travel plans, which encourage safer and more sustainable travel to	Currently on hold due to lack of staff resources	Due to staff vacancies, the resources to support this activity are very limited and there is no scope at present to actively

	Description	Delivery timetable	Progress and comments
	work for employees and customers. Travel plans are a requirement for many new developments.		seek engagement with local employers.
<u>F : Reducing emissions from transport</u>			
F1 : Low Emissions Strategy	Sefton is developing a Low Emissions Strategy which will be applied across the Borough and is aimed at reducing emissions of carbon and air pollutants through application of new technologies and better management of commercial and domestic travel, including deliveries.	Under development – potential adoption in 2010-11	Part of the A565 route is within the Waterloo Air Quality Management Area, so measures to reduce emissions from transport will make an important contribution to achieving the objectives of the Air Quality Action Plan. In addition, Sefton is committed to reducing carbon emissions and the implementation of a successful low emissions strategy will contribute both to reductions in carbon and pollution emissions.