

REPORT TO: Cabinet Member Technical Services
Cabinet

DATE: 23rd February 2011
3rd March 2011

SUBJECT: Merseyside LTP3 Preferred Strategy and Outline Sefton
Implementation Programme

**WARDS
AFFECTED:** All

REPORT OF: Andy Wallis
Director of Planning & Economic Development

**CONTACT
OFFICER:** Stuart Waldron, Assistant Director Transport & Spatial Planning
0151 934 4006
Stephen Birch, Team Leader STPU
0151 934 4225
Keith Davies, Principal Officer LTP Co-ordination
0151 934 4260

**EXEMPT/
CONFIDENTIAL:** No

PURPOSE/SUMMARY:

To endorse the Merseyside Local Transport Plan and to approve Sefton Council's four year outline LTP Implementation Programme

REASON WHY DECISION REQUIRED:

The third Merseyside Local Transport Plan (LTP) comes into effect from the 1st April 2011. Final responsibility for the LTP rests with the Integrated Transport Authority (ITA) (Merseytravel), but the LTP requires the support and endorsement of the individual local authorities.

The LTP is required to include an Implementation Programme, which will provide the basis for the 2011/12 LTP Capital Programme and future annual programmes. Cabinet Member has delegated powers to approve the annual Local Transportation Capital Programme so the outline programme on which it will be based needs to be approved.

RECOMMENDATION(S):

It is recommended that Cabinet Member Technical Services:

- i) Notes the report and supports the recommendations to Cabinet.

It is recommended that Cabinet:

- i) Endorses the Merseyside Local Transport Plan Preferred Strategy
- ii) Approves the proposed four year outline Sefton LTP Implementation Programme

KEY DECISION: Yes

FORWARD PLAN: Yes

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

ALTERNATIVE OPTIONS:

The LTP needs the support of the local authority partners and it is required to include an implementation programme so there are no viable alternative options.

IMPLICATIONS:

Budget/Policy Framework:

Financial: The report includes details of the LTP3 settlement and outline proposed LTP programme. The LTP3 allocations for both Integrated Transport and Maintenance will be provided to Merseytravel. Merseytravel will then transfer the allocation to the local authorities. The allocation is based on the approach agreed by the LTP Committee of the ITA on 11th January 2011. The maintenance allocations will be provided to the local authorities in accordance with the DfT formulaic allocations. The integrated transport block is shared 50% to Merseytravel and the remaining 50% shared among the local authority partners. Sefton's share of the total is 8.54%. It is not yet known whether any conditions would be placed on the transfer of the allocation from Merseytravel, for example to ensure that the allocation is only used for transport schemes.

<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:

Risk Assessment:

Asset Management:

CONSULTATION UNDERTAKEN/VIEWS

The Interim Head of Corporate Finance & Information Services has been consulted and has no comments on this report. **FD662 /2011**

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 Democracy	√		
8	Children and Young People		√	

LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT

Report to Cabinet Member 23/09/09 and Cabinet 01/10/09 – Third Local Transport Plan – LTP3 – 2011 onwards
 Report to Cabinet Member 1st December 2010 – “Priorities for LTP3”

1.0 Background

- 1.1 The Merseyside Local Transport Plan (LTP) provides a long term transport strategy and short term implementation plan in accordance with the Government's requirements for transport planning. In metropolitan areas, a joint LTP is produced, which is primarily the responsibility of the Integrated Transport Authority (ITA) prepared in partnership with the local authorities. On Merseyside, the LTP is being prepared by the Merseyside Transport Partnership (MTP) comprising the ITA (Merseytravel) and the five Merseyside local authorities. The second LTP covered the period from 2005/06 to 2010/11 and expires at the end of March 2011. The Merseyside Transport Partnership (MTP) is submitting a new (third) LTP to take effect from April 2011.
- 1.2 The work completed so far on LTP3 has been managed through the LTP Support Unit and has been conducted mainly at a Merseyside level. This has resulted in the preparation of a preferred strategy for LTP3, which was published for public consultation on the 8th September 2010.
- 1.3 The consultation on the preferred strategy sought views on the preferred strategy from across the whole of Merseyside, from the private, public and voluntary sectors and the general public. In Sefton, the Council took the lead in the consultation with elected Members, Area Committees, Parish Councils and the private business sector. A Member/Officer workshop was held in October, following on from the successful workshop on future transport priorities held in June. Reports and presentations on the consultation process and the opportunities to respond were provided to all the Area Committees and the Sefton Area Partnership of Local Councils. The LTP3 consultation was also a key agenda item at the Sefton Economic Forum on 18th November 2010.
- 1.4 Alongside the LTP3 consultation, responses were sought about the priorities for the LTP3 implementation programme in Sefton. Both Member workshops and all the presentations to Area Committees and other organisations included a request to identify the priorities for transport in Sefton in the next LTP programme.
- 1.5 On 1st December 2010 Cabinet Member – Technical Services approved Sefton Council's response to the LTP Preferred Strategy Public Consultation and confirmed the priorities for the LTP3 Implementation Plan in Sefton.
- 1.6 The LTP Preferred Strategy has been amended to reflect the issues raised during the consultation, taking particular account of the responses from the local authority partners. The revised draft of the LTP has been prepared and will be considered for approval by the ITA on 17th March 2011. Prior to that, the Partnership is seeking endorsement from all the local authority partners for the revised LTP, specifically the Preferred Strategy.
- 1.7 The revised LTP also needs to include a full implementation programme, based on the implementation programmes from all the individual partners. Sefton's proposed implementation programme will be based on the priorities approved by Cabinet Member Technical Services on 1st December 2010.

1.8 The purpose of this report is to seek endorsement of the Merseyside Local Transport Plan Preferred Strategy and to seek approval for a four year outline Implementation Programme for Sefton based on Sefton's LTP3 Priorities together with the actual allocations for LTP funding for 2011/12 and 2012/13 and the indicative allocations for 2013/14 and 2014/15.

2.0 Merseyside 3rd LTP Preferred Strategy

2.1 The initial work on the development of the LTP3 resulted in a proposed a vision for the Liverpool City Region and objectives related to national transport goals. The proposed vision for transport in the City Region was as follows :

A city region, committed to a low carbon future which has a transport network and mobility culture which positively contributes to a thriving economy and the health and well being of its citizens and where sustainable travel is the option of choice.

2.2 The proposed goals for LTP3 published in the draft preferred strategy were as follows. These were all given equal status.

- Ensure the transport system supports the priorities of the Liverpool City Region, the proposed Local Enterprise Partnership and the Local Strategic Partnerships.
- Provide and promote a clean and low carbon transport system.
- Ensure the transport system promotes and enables improved health and wellbeing.
- Ensure the transport system supports equality of travel opportunity by enabling people to connect easily with employment, services and social activities.
- Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.
- Maintain our assets to a high standard.

2.3 An extensive consultation was undertaken throughout Merseyside on the draft preferred strategy. Sefton's response to the consultation and the Council's priorities for LTP3 was approved by Cabinet Member on the 1st December 2010. The results of the Merseyside consultation and an Options Review for changes to the LTP Preferred Strategy were published by the Merseyside Partnership in January 2011. The Options Review identifies some areas where the final Preferred Strategy may be amended. This includes providing a greater emphasis on the need to support economic growth, reflecting comments from the local authority partners including Sefton. There is also a significant focus on supporting Liverpool's Decade of Health and Wellbeing and ensuring that transport contributes to a more active and healthy population.

- 2.4 The Options Review does not indicate whether there will be any changes to the overall Vision or Goals for the final LTP and an updated version of the Preferred Strategy is currently in preparation and has not yet been released for comment by the local authority partners. It is expected that it will be possible to report the revised Preferred Strategy to Cabinet on 3rd March for endorsement.

3.0 Sefton LTP3 Priorities

- 3.1 The LTP3 Priorities for Sefton were approved by Cabinet Member-Technical Services on 1st December 2011 following a comprehensive consultation process with Members, Area Committees and other stakeholders. These priorities are as follows :

- Thornton to Switch Island Link : Delivery of the proposed Thornton to Switch Island Link providing a local bypass of Netherton and Thornton and improving the strategic links between the motorway network and Crosby, Formby and Southport. The completion of the planning and design process, securing the required statutory powers and construction of the proposed Thornton to Switch Island Link is a top priority for the Council. The scheme will deliver major benefits in terms of reduced congestion, improved strategic links and local environmental improvements. The Department for Transport announced on 4th February that the funding bid for the scheme had been approved. Traffic management measures on the existing highway network parallel to the proposed new link road are expected to be funded through the LTP capital programme.
- Maintenance of highway assets : Maintain and improve the highway network to provide the safe, free flow of traffic on the highway and to provide safe conditions for all users of the highway network. This includes the maintenance of carriageways, footways, street lighting, highway drainage, bridges, structures, traffic signals, signs and road markings. The approach to maintenance across the Borough will be set out in the Transport Asset Management Plan, which will be subject to consultation with Members later this year.
- Road safety : Improve safety and security on the highway network by reducing accidents, managing traffic speeds and delivering education and enforcement programmes so that the highway network is safer for all users. This will include specific schemes to reduce accidents, such as local safety schemes, traffic calming and speed management where appropriate. It will also include collaboration with the Police and partner authorities through the Merseyside Road Safety Partnership and the delivery of targeted education and enforcement programmes, especially with vulnerable groups such as children, pedestrians and cyclists.
- Traffic management and parking : Manage the highway network to provide the safe, free flow of traffic, reduce traffic congestion and manage parking effectively so that business activity is supported and transport impacts on the local environment are minimised. This includes the implementation of

traffic management schemes such as junction improvements, improving urban traffic control and transport information systems and the development, implementation and enforcement of parking policies, standards, controls and charges.

- **Accessibility** : Supporting local communities by improving access for all to key local facilities and services, particularly for pedestrians and those with impaired mobility. Public transport makes an essential contribution to this priority and partnership and consultation with Merseytravel and the operators will be maintained so that Sefton residents' concerns are effectively presented. For Sefton's programme, this will include improving the street environment to make conditions better for people with all levels of mobility.
- **Healthy lifestyles** : Contribute to better health and well being by supporting active, healthy lifestyles. This will include improving the transport network to make healthy choices, specifically walking and cycling, easier and safer for people, as well as increasing access to the countryside and other leisure opportunities. Activities to promote healthy lifestyles will continue to be delivered in partnership with the health sector and partners across Merseyside.
- **A565 Route Management Strategy** : Delivery of the Action Plan for the A565 Route Management Strategy providing improvements in journey time and reliability, safety, accessibility and air quality along the A565 between Seaforth and Thornton. The A565 is one of the busiest routes in the Borough and experiences high levels of traffic leading to congestion, accident risk, reduced pedestrian access and poor air quality. The A565 Action Plan includes a series of proposals for better traffic management, information and monitoring systems, improvements to key junctions, review of parking management, support for public transport, walking and cycling and measures to reduce air pollution from traffic. The implementation of the Action Plan will make a vital contribution to delivering the wider LTP3 priorities in Sefton.
- **Strategic planning** : Effective strategic planning is essential to develop and deliver the above strategies and programmes and provide the critical link to other key strategies and plans, e.g. the LDF Core Strategy. Development and delivery of the LTP3 implementation programme will require strategic planning input, incorporating forward planning, gathering and reviewing evidence, assessing feasibility, undertaking consultation and securing the relevant approvals and support. This will also include Sefton's contribution to the Merseyside partnership and the preparation of funding bids for specific projects to support the LTP3 priorities. The delivery of the Thornton to Switch Island Link scheme over the next 12-24 months will place particular demands on planning resources.

3.2 The Thornton to Switch Island Link will be funded from the Council's own resources and from Government funding specifically allocated to the delivery of

major schemes. The funding for the scheme is therefore not affected by the LTP allocations discussed in this report.

4.0 The LTP Short Term Implementation Plan

4.1 The Preferred Strategy for the 3rd Merseyside LTP proposes the development of a short term 4 year implementation plan based on the delivery of a range of proposed key actions. The plan will consist of the individual programmes of the Merseyside partners. Consultation in Sefton with Members, Area Committees and at the Sefton Economic Forum identified support for all the key actions identified, with some amendments as indicated below. These key actions are as follows :

- **Prioritising the Maintenance Programmes** : This will ensure that the highway network allows the efficient movement of goods and people, provides a safe environment for vulnerable members of the community, encourages cycling and walking and is resilient to extreme weather.
- **Integrating the LTP with the Local Development Frameworks and Community Strategies** : This will provide a robust planning framework linking transport and future developments in ways that can reduce long distance travel and carbon emissions, improve accessibility and provide a framework for future funding sources
- **Expanding the range of public transport services by examining the role of other providers, backed by a network of neighbourhood based information services** : This will have a direct impact in disadvantaged areas, creating greater opportunities to travel, access employment and foster well being.
- **Begin to implement the next generation of technology** : This will encourage the wider use of new technology, particularly in relation to Smartcards for public transport use.
- **Work with the Freight Quality Partnership and other parties to develop and enhance the freight and logistics network** : Given its location, the Port of Liverpool and access to the port are key issues for Sefton. This action will support the Port of Liverpool, reduce the impact of freight movements on local communities, promote the use of rail and make a major contribution to reducing carbon outputs.
- **Implement the low emissions strategy and prepare a complementary strategy that seeks to reduce reliance on oil** : This will reduce carbon emissions, improve air quality and health and provide a stimulus to the creation of new technologies in support of the city region Low Carbon Economy.
- **Ensure effective delivery of capital programmes**

- Use Travelwise to increase promotion of sustainable and safe travel and behaviour change : Marketing and promotion of walking, cycling and public transport as part of a healthy lifestyle.
- Continue to reduce road traffic accidents through control of excessive speed on the highway network : Reducing traffic accidents and casualties is a priority for Sefton, but this may be better achieved through the existing wide range of activities aimed at improving road safety and not just focusing on controlling excessive speed.
- Plan for the long term

4.2 There are strong synergies between the key actions and Sefton's LTP Priorities. A simple assessment of the links between the Sefton LTP Priorities and the LTP key actions has been undertaken and this is illustrated in Annex A.

4.3 Sefton Council has expressed some concerns about the deliverability of all the actions proposed, given the level of funding being provided through the LTP allocation. In addition, many of the interventions will require revenue commitment in terms of staff resources to deliver as well as capital funding. Due to reductions in local authority budgets this is likely to be severely restricted.

5.0 Sefton's Proposed Outline LTP Implementation Programme

5.1 A four year Outline LTP Implementation Programme for Sefton has been prepared based on Sefton's LTP3 Priorities and the actual allocations for LTP funding for 2011/12 and 2012/13 and the indicative allocations for 2013/14 and 2014/15. An initial breakdown of the allocations is shown in Annex B. At this stage, this has concentrated on an indicative share of the Integrated Transport and Maintenance capital allocations. Specific details of annual programmes will be developed and reported to Cabinet Member Technical Services separately on an annual basis. In accordance with the consultation held with Members, a particularly high priority is given to the maintenance of highway assets and the reduction of traffic accidents and casualties.

5.2 The outline capital programme will provide the basis from which the detail of the 2011/12 LTP Capital Programme will be developed. It will also provide the basis for future years' programmes.

5.3 It must be noted that the allocations are indicative and are based on the expected Integrated Transport and Maintenance allocations that will be received from the Integrated Transport Authority (Merseytravel). It is not yet clear on what basis the transfers will be made and it is likely that the ITA will expect that all the allocation will be committed to the delivery of transport schemes. The expected allocations will need to be incorporated in the Council's overall capital programme.

6.0 Conclusions

- 6.1 The Merseyside LTP3 Strategy and Implementation Plan will deliver significant benefits for Sefton and Merseyside. The four year Implementation Capital Programme for Sefton will provide a significant contribution to the Merseyside LTP3 Implementation Plan.

7.0 Recommendations

- 7.1 It is recommended that Cabinet Member Technical Services:
- (i) Notes the report and supports the recommendations to Cabinet.
- 7.2 It is recommended that Cabinet:
- (i) Endorses the Merseyside Local Transport Plan Preferred Strategy
 - (ii) Approves the proposed four year outline Sefton LTP Implementation Programme as detailed in Annex B.

INTERACTIONS BETWEEN SEFTON TRANSPORT PRIORITIES AND LTP KEY ACTIONS

Annex A

Sefton Priorities LTP Key Actions	Maintenance of Highway Assets	Road Safety	Traffic Management and Parking	Accessibility	Healthy Lifestyles	A565 Route Management Strategy	Strategic Planning
Prioritise Maintenance Programmes	✓					✓	✓
Fully Integrate the LTP with Local Development Frameworks and Community Strategies							✓
Expand the role of public transport services				✓	✓	✓	✓
Begin to implement the next generation of technology	✓		✓			✓	✓
Work with Freight Quality Partnership to develop and enhance the freight network	✓		✓				✓
Implement low emissions strategy					✓	✓	✓
Ensure effective delivery of Capital Programmes	✓	✓	✓	✓	✓	✓	✓
Use TravelWise to increase promotion of sustainable and safe travel and behaviour change				✓	✓		✓
Continue to reduce road traffic accidents on the highway network		✓					✓
Plan for the long term							✓

Annex B

PROPOSED 4 YEAR LTP OUTLINE IMPLEMENTATION CAPITAL PROGRAMME FOR SEFTON

	2011/12 £k	2012/13 £k	2013/14 £k	2014/15 £k	Total £k
Maintenance of Highway Assets					
Urban Traffic Control	40.00	40.00	39.00	35.00	154.00
Highways	1516.00	1557.00	1474.00	1333.00	5880.00
Highway Structures and Bridges	593.00	608.00	576.00	521.00	2298.00
Street Lighting	110.00	111.00	106.00	96.00	423.00
Drainage	165.00	170.00	160.00	145.00	640.00
Asset Management	50.00	50.00	-	-	100.00
Sub Total	2474.00	2536.00	2355.00	2130.00	9495.00
Integrated Transport					
Thornton to Switch Island Link (traffic management measures only)	0.00	0.00	200.00	200.00	0.00
Road Safety	362.00	280.00	230.00	440.00	1662.00
Traffic Management and Parking	46.00	100.00	100.00	200.00	446.00
Accessibility	120.00	60.00	70.00	120.00	420.00
Healthy Lifestyles	240.00	200.00	240.00	300.00	980.00
A565 Route Management Strategy	100.00	300.00	100.00	100.00	600.00
Strategic Planning	112.00	107.00	107.00	112.00	438.00
Sub Total	980.00	1047.00	1047.00	1472.00	4546.00
Total	3454.00	3583.00	3402.00	3602.00	14041.00