

LOCAL TRANSPORT PLAN

M E R S E Y S I D E

Walking

Cycling

Public Transport

Goods

Walking

Cycling

Traffic



Delivering the LTP in Knowsley

LTP IMPLEMENTATION PLAN 2011-2015



Knowsl@y Council

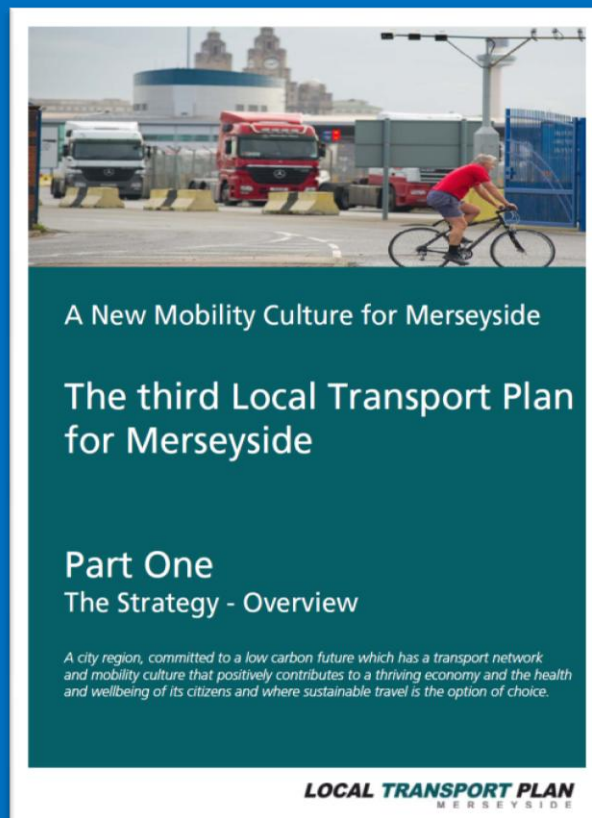
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1. Introduction

1.1 This document represents Knowsley's inaugural Implementation Plan, which is a delivery plan contributory to the strategy element of the Local Transport Plan for Merseyside.

1.2 The aim of this document is three-fold:

- to provide the Integrated Transport Authority (ITA) with a clear and thorough indication of how transport funding will be used in Knowsley to deliver the aims and objectives of the strategy element of the Local Transport Plan;
- to introduce progressive schemes which will support the social and economic environment of both the borough and the city region, by providing an attractive and durable highway infrastructure within a sustainable, safe and well-managed network;
- to provide a forward-plan and scheme approval process which is robust and transparent, and linked to a credible performance framework.

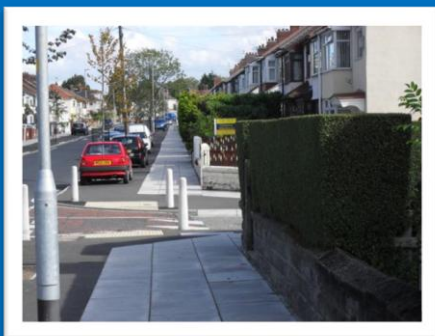


2. Financial Environment and Funding

2.1 In 1998, the Government published a transport White Paper, "A New Deal for Transport: Better for everyone", which set out a new agenda for integrated transport planning. The White Paper required local authorities to produce a Local Transport Plan, setting out transport policies, priorities and an improvement programme over a five-year period. In Merseyside, the five local authorities and Merseytravel worked together to produce the first and second LTP's, spanning the period 2000 - 2011.

2.2 Throughout that period, the Department for Transport allocated transport capital directly to the districts and Merseytravel, based on an agreed formula and the content and quality of the Local Transport Plan.

2.3 The Local Transport Act 2008 created new *Integrated Transport Authorities* (ITA's). Within the Merseyside sub-region, as with other Metropolitan Areas, the former Merseyside Passenger Transport Authority assumed this role. Since the Act, it is no longer a joint responsibility between the Merseyside districts and Merseytravel to produce the Local Transport Plan. This responsibility now falls solely to the Integrated Transport Authority. The Merseyside districts – including Knowsley, are now "consultees" to the main transport strategy.



2.4 In a significant change, the government now allocates transport capital directly to the Integrated Transport Authority (Merseytravel). However, for the initial four-year implementation period of the new Merseyside Local

Transport Plan, the ITA and the districts have agreed to allocate the transport capital in accordance with the formulaic principles agreed for previous Local Transport Plans.

2.5 The transport capital allocation for Merseyside and Knowsley is set out below. It is allocated in two “blocks” – Integrated Transport Block (ITB) and Capital Maintenance block (CM).

2.6 Integrated Transport capital funding is meant to be used for small transport improvements, defined by the Department for Transport as being road safety schemes, bus priority schemes, walking and cycling schemes and transport information schemes.

2.7 Capital Maintenance is used for major road resurfacing, the maintenance or replacement of bridges and the occasional reinstatement of roads. The capital is paid to the authority as grant funding.

2.8 It is important to note that the transport capital provided by the government through the ITA provides a baseline capital investment figure for the borough’s



highway network. This figure is likely to be substantially augmented by additional resource from external sources; for example through agreements via s106 of the Town and Country Planning Act 1990 and s278 of the

Highways Act 1980, through partnership work and through bid funding applications to external organisations like Sustrans and the Department for Transport (Knowsley's successful bid for Local Sustainable Transport Fund support is an example of this).

INTEGRATED TRANSPORT BLOCK

	2011-12	2012-13	2013-14	2014-15	%	POPULATION
Merseytravel	5744.50	6127.50	6127.50	8617.00	50	
Liverpool	1880.75	2006.14	2006.14	2821.21	16.37	442,300
Wirral	1312.04	1399.52	1399.52	1968.12	11.42	308,500
Sefton	1162.69	1240.21	1240.21	1744.08	10.12	273,300
St Helens	753.68	803.93	803.93	1130.55	6.56	177,100
Knowsley	635.34	677.70	677.70	953.04	5.53	149,400
Merseyside	11489	12255	12255	17234	100	1,350,600

CAPITAL MAINTENANCE

	2011-12	2012-13	2013-14	2014-15
Knowsley	1647	1642	1648	1523
Liverpool	3825	3571	3271	3083
St. Helens	2020	1904	1864	1621
Sefton	2474	2536	2355	2130
Wirral	3095	2958	2864	2699
	13061	12611	12002	11056

2.9 The government has significantly cut the amount of capital it allocates to local authorities. Compared to the previous settlements, the Integrated Transport Block allocation has been reduced by more than 63%. This has been offset slightly by an increase in the Capital



Maintenance block, although overall the amount of transport capital available to Knowsley has fallen by 25%.



2.10 The transport capital is distributed by the ITA for the purpose of meeting the aims and objectives set out in

the strategy element of the Local Transport Plan. Knowsley's officers and members have contributed to the LTP and have ensured that Knowsley's interests have been reflected within the wider transportation and regeneration ambitions for Merseyside. The LTP has been sanctioned and endorsed by Knowsley's Cabinet.

2.11 Knowsley's Implementation Plan demonstrates how activity delivered at a local level can meet local aspirations, plans and policies, which in turn help to achieve the six key goals and so support the overarching, long term strategy.

2.12 It is not the purpose of this document to reiterate the policies, aims and objectives determined in the Local Transport Plan. Rather, it is set out how the Council's transport capital schemes will support and help to deliver the priorities of the LTP. In essence, it will confirm to the ITA that the transport funding distributed to Knowsley is being appropriately used, and is being spent in an efficient and timely manner via a valid and robust prioritisation mechanism.

3. LTP3: Strategic Priorities & Linkages

3.1 Following guidance issued by the Department for Transport, the Local Transport Plan has at its heart two key objectives;

- Promoting sustainable economic growth
- Reducing carbon emissions

In order to achieve its objectives, LTP3 sets out six “key goals”:

KG1 Ensure the transport system supports the priorities of the LCR and its Local Strategic Partnerships;

KG2 Provide and promote a clean and low emission transport system which is resilient against changes to climate and oil availability;

KG3 Ensure the transport system promotes and enables improved health and wellbeing and road safety;

KG4 Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, services and leisure and recreational opportunities;

KG5 Ensure the transport network supports economic success of the LCR by supporting local services and infrastructure

KG6 Maintain our assets to a high standard

3.3 Whilst LTP3 provides the principal strategic framework for transport policy decision making on Merseyside, it both reflects and supports a range of city region and district-level policies, particularly the



City Region Employment Strategy and, at district level, the Sustainable Community Strategy and Local Development Framework policies.

Sustainable Community Strategy

3.4 In Knowsley, the borough's sustainable community strategy, *Knowsley – the borough of choice*, recognises the importance of first-class transport links. Indeed, the SCS sets out seven key drivers it considers essential if transformational change is to be achieved:

- A diverse and prosperous economy
- Increasing economic activity at all levels
- Raising attainment and skills
- Unlocking potential and raising aspirations
- A well-connected Knowsley
- Safer more cohesive communities
- Improving the offer and quality of place.

3.5 The strategy recognises that the key drivers should be considered cross-thematic. In particular it recognises the role transport and travel has to play in achieving a cohesive and sustainable community. The strategy is clear that mobility - getting goods and people from A to B efficiently and safely - is fundamentally important to economic and social robustness.

Local Development Framework

3.6 The framework for future development within Knowsley will be provided by the emerging Core Strategy of the Local Development Framework (LDF). The LDF is a new development plan that will shape the growth and development of Knowsley up to 2027. It will replace the existing Replacement Unitary Development Plan (UDP). The LDF will be made up of a number of individual documents that set out the Council's policies for promoting, guiding and managing development of the Borough. It will identify how and where our towns will develop, providing a development focus for issues such as housing, employment, leisure and retail for the next

10-20 years, whilst identifying areas of restraint, protection of the environmental or heritage value.

3.7 The LDF is closely linked to the local planning process, and that includes the local transport planning process. Utilising the LDF suite of policies will be crucial if we are to ensure the borough is to be well-connected and accessible in the future. The adoption of the 'Ensuring a Choice of Travel' supplementary planning document is a good example of the priority the LDF places on sustainable transport. In terms of land use, it is envisaged that the city region transport model will help to determine the needs and transport implications of larger developments.

3.8 Recently, officer working groups have been developed within Knowsley which will serve to foster a closer understanding between LDF, planning and transport colleagues. This relationship will be strengthened by opportunities for transport colleagues to review and consider future planning documents, including those associated with development control, and provide feedback from a strategic transport perspective.

4. Scheme Selection

4.1 Transport capital has traditionally been provided for smaller, sub-£5m schemes. The schemes generated are intended, in the main, to have a significant impact on the local network, thus reflecting local priorities.

4.2 The overarching strategy element of the Local Transport Plan for Merseyside not only provides the strategic focus for transport in the sub-region, but also reflects the aims and objectives of wider City Region strategies. It is essential, then, that Knowsley's transportation staff should certify that each scheme accords with one or more LTP policy objectives.

4.3 The schemes will also serve to deliver district level plans, which are developed as supporting documents to the Local Transport Plan and produced to accord with government policy. This includes the Access Plan, Rights of Way Improvement Plan, Network Management Plan, Highway Asset Management Plan and the Active Travel Strategy.



4.4 It is important to note, however, that the transport capital provided by the government through the ITA provides a baseline investment figure for the borough's highway network. This figure is likely to be substantially augmented by additional capital from external sources; for example through agreements via s106 of the Town and Country Planning Act 1990 and s278 of the Highways Act 1980, through partnership work and

through bid funding applications to external organisations like Sustrans and the Department for Transport.

4.5 In the past, the baseline investment has been factored at a positive ratio of approximately 2.5 to 1, which means that the Council usually more than doubles the amount of capital available for investment into its highway asset. The tables presented at Section 6 and Section 7 represents an investment of the baseline figure only, plus an element of over-programming to act as a control measure for slippage, retentions and contingency.

4.6 Section 5 and Appendix A set out the evaluation and priority criteria that have given rise to the four-year capital programme presented at Sections 6 and 7 of this document.

4.7 In Knowsley, the criteria have been subject to an ISO9001 Quality Accreditation process. Note that Section 5 presents the formulae, and not the individual scores for each scheme. It is important to emphasise, though, that each scheme has been subject to the evaluation process.

4.8 By making each scheme subject to the evaluation process, the Council and the ITA can be satisfied that:

- the schemes address local need as defined by members, residents or other stakeholders and properly reflect strategic priorities set out in the LTP, Knowsley's Sustainable Community Strategy and the Local Development Framework;
- The schemes are prioritised within an achievable delivery timescale.

4.9 This process allows for the development of a longer-term Implementation Plan, which can be re-prioritised on an annual basis using established and consistent criteria.

5. Prioritisation & Evaluation Criteria

5.1 The criteria used to evaluate and prioritise the schemes within the transport capital programme have been subject to a scrutiny process undertaken by



Knowsley Council's Economic Development and Environment Committee. They have also been assessed by national quality accreditation body ISOQAR and have been approved to the ISO 9001 Quality Assurance & Management standard.

5.2 The evaluation and prioritisation criteria have been embraced by members and officers. The clarity and transparency of the process ensures that the development and delivery of any given highway scheme is based solely on need and merit and in connection with LTP priorities.

5.3 Specific details of how schemes have been evaluated are included as Appendix A. Evaluation criteria for sustainable travel schemes, capital maintenance, capital works on traffic signals and systems, and improvements on the network are considered in turn.

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MERSEYSIDE

6.1 Draft Delivery Plan: Integrated Transport Block (2011-2012)

*These tables are indicative only at time of writing and will change.

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Road Safety Programme					
Prescot Road/Water Lane retention	Road Safety Scheme	8	3, 4	P,W,C,KV	4000
Primrose Drive retention	Road Safety Scheme	8	2,3,4	Huyton	5000
Cronton Lane Retention	Road Safety Scheme	8	3,4	P,W,C,KV	4000
Copplehouse Lane Retention	Road Safety Scheme	8	3, 4	Kirkby	8000
Cherryfield Drive/Wellfield Avenue	Pedestrian Crossing Facility	8	2,3,4	Kirkby	30000
Higher Road/Leathers Lane	Signalisation	8	3,4	Halewood	80000
Total Road Safety Scheme					131000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3Goal	Local Partnership Board	Estimated Cost £
Public Transport Schemes					
A57 Liverpool Road – Warrington Road	Phase 1 – Public Transport	9	2,3,4	Borough Wide	8000
A57 Liverpool Road – Warrington Road	Phase 2 – Public Transport	9	2,3,4	Borough Wide	100000
Geometry Improvements	Identified Public Transport need	10	1,2,3,4,5	Borough Wide	125000
Total Public Transport Scheme					233000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Efficient Movement of People and Goods					
Knowsley Lane	Traffic Calming	8	2,3,4	P,W,C,KV	50000
Upgrade of CCTV	CCTV improvements	4	3	Borough Wide	20000
Seth Powell Way/Woolfall Heath	Improvements		2,3,4	Huyton	100000
Upgrade to PC Scoot	Upgrade Scoot	4	4	Borough Wide	60000
Total Scheme					230000

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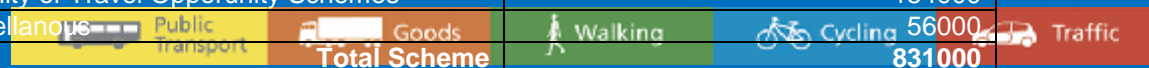
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Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Clean, Low Emission Transport System					
Huyton with Roby footpath extension retention	Walking schemes	6	2,3,4	Huyton	20000
Knowsley Lane Sustainable Access Feasibility	Sustainable Transport Schemes	6	2,3,4	P,W,C,KV	7000
Total Schemes					27000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Equality of Travel Opportunity Schemes					
School Travel Plan measures	Sustainable Transport	3, 6, 7	2,3,4	Borough Wide	10000
Connect 2- Mineral Gateway	Walking and Cycling	6,7,9	2,3,4	P,W,C,KV	50000
Millenium Gateway Expansion	Walking and Cycling	6,7,9	2,3,4	Huyton	10000
Cronton Road Toucan - retention	Walking and Cycling	4	2,3,4	P,W,C,KV	4000
Kirkby Town Centre Ped Access	Walking	10	4	Kirkby	10000
HHuyton Lane/Lathom Road	Pedestarin Crossing Facility	4,8,9	2,3,4	Huyton	50000
Borough Wide pedestrian Upgrade	Upgrade	4,8,9	2,3,4	Borough Wide	20000
Total Scheme					154000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
MiscellaneousSchemes					
Traffic Management and Signing	General Traffic	9	4	Borough Wide	40000
Bracknell Avenue PAS Retention	Parking/Access Scheme	10	3	Kirkby	3000
Roughwood Drive Retention	Parking/Access Scheme	10	3	Kirkby	7000
Huyton Surevys	General Traffic	10	4	Huyton	6000
Total Miscellaneous Scheme					56000

2011/12 BLOCK	Estimated Cost £
Road Safety	13100
Public Transport	233000
Movement of people and goods Schemes	230000
Clean Low Emmission Transport Schemes	27000
Equality of Travel Opporunity Schemes	154000
Miscellaneous	56000
Total Scheme	831000



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6.2 Draft Delivery Plan: Integrated Transport Block (2012-2013)

*These tables are indicative only at time of writing and will change.

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Road Safety Programme					
Cherryfield Drive/Wellfield Avenue	Retention	8	2,3,4	Kirkby	1500
Higher Road/Leathers Lane	Retention	8	3,4	Huyton	4000
Netherley Road/Whitefiled Lane	Road Safety Scheme	8	3,4	Halewood	46000
Okell Drive Traffic Calming	Road Safety Scheme	8	2,3,4	Halewood	100000
Total Road Safety Scheme					151500

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Public Transport Schemes					
A57 Liverpool Road – Warrington Road	Phase 2	9	2,3,4	Borough Wide	5000
A57 Liverpool Road – Warrington Road	Phase 3	9	2,3,4	Borough Wide	180000
Bus Priority Measures (SQP)	SQP	9	4	Borough Wide	4000
Total Public Transport Scheme					189000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Efficient Movement of People and Goods					
Knowsley Lane Traffic Calming	Retention	8	2,3,4	P,W,C,KV	2500
Two Butt Lane	Traffic scheme	9	2,3,4	P,W,C,KV	90000
Total Scheme					92500

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Clean, Low Emission Transport System					
Knowsley Lane Cycle Improvement	Cycle Scheme	6	2,3,4	P,W,C,KV	150000
Total Scheme					150000

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Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Equality of Travel Opportunity Schemes					
Connect 2- Mineral Gateway	retention	6,7,9	2,3,4	P,W,C,KV	7500
Delph Lane/Two butt Lane	Crossing Facilities	6	2,3,4	P,W,C,KV	40000
Prescot Town Centre Audit	Walking	10	2,3,4	P,W,C,KV	10000
Huyton Lane/Latham Road	Retention	4,8,9	2,3,4	Huyton	2500
Total Scheme					60000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Miscellaneous Schemes					
Traffic Management and Signing	General Traffic	9	4	Borough Wide	40000
Huyton Surevys	General Traffic	10	4	Huyton	6000
Knowsley Industrial Park	General Traffic	10	5	Kirkby	500000
Total Miscellaneous Scheme					546000

2012/13 Block	Estimated Cost £
Road Safety	151500
Public Transport	189000
Movement of people and goods Schemes	92500
Clean Low Emmission Transport Schemes	150000
Equality of Travel Opporunity Schemes	60000
Miscellaneous	546000
Total Scheme	1189000

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6.3 Draft Delivery Plan: Integrated Transport Block (2013-2014)

*These tables are indicative only at the time of writing and will change.

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Road Safety Programme					
Netherley Road/Whitefield Lane	Retnetion	8	3,4	Halewood	2300
Okell Drive	Traffic Calming retention	8	2,3,4	Halewood	5500
Ebony Way	Traffic Calming	8	3,4	Kirkby	35000
Collission Cluster Sites	Road Safety Scheme	8	3,4	Borough Wide	50000
KSI Cluster Sites	Road Safety Scheme	8	3,4	Borough Wide	47000
Total Road Safety Scheme					151500

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Public Transport Schemes					
A57 Liverpool Road – Warrington Road	Phase 3 retention	9	2,3,4	Borough Wide	7200
Bus Corridor Improvements	Public Transport Scheme	9	2	Borough Wide	130000
Total Public Transport Scheme					137200

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Efficient Movement of People and Goods					
Traffic signal improvement	Traffic Signals programme	4	4	Borough Wide	105000
Scotchbarn Lane	Traffic Calming	8	2,3,4	P,W,C,KV	100000
Two Butt Lane	retention	9	2,3,4	P,W,C,KV	4500
Total Scheme					209500

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Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Clean, Low Emission Transport System					
Knowsley Lane Cycle Improvement	retention	6,9	2,3,4	P,W,C,KV	7500
Connect2 – Ancillary Routes	Fallows Way to Pottery Lane / cycle	6,9	2,3,4	P,W,C,KV	134000
Total Schemes					141500

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Equality of Travel Opportunity Schemes					
Top Priority Crossing	Crossing facilities	6	2,3,4	Borough Wide	60000
Delph Lane/Two butt Lane	Crossing Facilities retention	6	2,3,4	P,W,C,KV	2500
Whiston Town Centre Audit	Walking	10	2,3,4	P,W,C,KV	10000
Huyton Lane/Latham Road	Retention	4,8,9	2,3,4	Huyton	2500
Total Scheme					75000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Miscellaneous Schemes					
Traffic Mnaagement and Signing	General Traffic	9	4	Borough Wide	40000
Huyton Surveys	General Traffic	10	4	Huyton	6000
Total Miscellaneous Scheme					46000

2013/14 Block	Estimated Cost £
Road Safety	139800
Public Transport	137200
Movement of people and goods Schemes	209500
Clean Low Emmission Transport Schemes	141500
Equality of Travel Opporunity Schemes	45000
Miscellaneous	46000
Total Scheme	719000

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6.4 Draft Delivery Plan: Integrated Transport Block (2014-2015)

*These tables are indicative only at time of writing and will change.

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Road Safety Programme					
Ebony Way	Traffic Calming retention	8	3,4	Kirkby	1750
Collission Cluster Sites	retention	8	3,4	Borough Wide	2500
KSI Cluster Sites	retention	8	3,4	Borough Wide	2500
Collission Cluster Sites	Road Safety	8	3,4	Borough Wide	100000
KSI Cluster Sites	Road Safety	8	3,4	Borough Wide	88250
Total Road Safety Scheme					195000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Public Transport Schemes					
Bus Corridor Improvements	Bus corridor improvements	9	2	Borough Wide	150000
Total Public Transport Scheme					150000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Efficient Movement of People and Goods					
Scotchbarn Lane	Traffic Calming retention	8	2,3,4	P,W,C,KV	5000
Traffic Signal Improvement	Improvements	4	4	Borough Wide	140000
Environmental traffic calming	schemes	8	2,3,4	Borough Wide	100000
Total Scheme					245000

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Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Clean, Low Emission Transport Schemes					
Connect2 – Ancillary Routes	Retention	6,9	2,3,4	P,W,C,KV	7000
Total Scheme					7000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Equality of Travel Opportunity Schemes					
Bank Lane to Boyes Brow	Via Mill Dam	6,9	2,3,4	Kirkby	175000
Woolfall Haeth to Brookside School	Walking and Cycling Scheme	6,9	2,3,4	Huyton	150000
Total Scheme					325000

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £
Miscellaneous Schemes					
Traffic Mnaagement and Signing	General Traffic	9	4	Borough Wide	40000
Huyton Surevys	General Traffic	10	4	Huyton	6000
Total Miscellaneous Scheme					46000

2014/15 Block	Estimated Cost £
Road Safety	195000
Public Transport	150000
Movement of people and goods Schemes	245000
Clean Low Emission Transport Schemes	7000
Equality of Travel Opporunity Schemes	325000
Miscellaneous	46000
Total Scheme	968000

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7.1 Draft Delivery Plan: Capital Maintenance (2011-2012)

*These tables are indicative only at time of writing and will change.

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £000
Maintenance					
County Road/South Boundary roundabout (A5207)	Reconstruction	1,5,10	1,2,3,4,5,6	Kirkby	350
Kirkby Row	Footway reconstruction and cycle route provision	1	1,2,3,4,5,6	Kirkby	200
Leyland Street	Carriageway and footway reconstruction	1	1,2,3,4,5,6	Prescot	225
School Lane (B5194)	Resurfacing – uneven road surface	1	1,3,4,5,6	Knowsley Village	100
Cronton Road – Tarbock Island to Whitefield Lane (A5080)	Resurfacing	1	1,3,4,5,6	Cronton	80
Knowsley Park Lane	Footway Reconstruction	1	3,4,5,6	Prescot	60
Prescot Bypass	Replacement fencing - safety	1	3	Prescot	175
Baileys Lane	Reconstruction	1	1,3,4,5,6	Halewood	225
East Lancashire Road – Cooper Lane (A580)	Resurfacing	1	1,2,3,4,5,6	Kirkby	150
Pitsmead Road	Footway Reconstruction	1	3,4,5,6	Kirkby	85
Dennet Road	Footway Reconstruction	1	3,4,5,6	Prescot	60
Broad Lane/Bewley Drive	Footway Reconstruction	1	3,4,5,6	Kirkby	200
Design Fees	Borough Wide	10		Borough Wide	25
					1,935

LOCAL TRANSPORT PLAN

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7.2 Draft Delivery Plan: Capital Maintenance (2012-2013)

*These tables are indicative only at time of writing and will change.

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £000
Maintenance					
Knowsley Express Way (A5300)	Patching – uneven road surface	1,5,10	1,3,4,5,6	Halewood	100
Speke Boulevard (A561/2)	Surface Dressing – slip road	1	1,3,4,5,6		600
Lydiate Lane	Reconstruction	1	1,3,4,5,6	Halewood	150
North Perimeter Road	Reconstruction	1	1,3,4,5,6	Kirkby	300
Moorgate Road	Reconstruction	1	1,3,4,5,6	Kirkby	350
Dennet Road	Footway reconstruction	1	1,3,4,5,6	Prescot	60
Pitsmead Road	Footway reconstruction	1	1, 3,4,5,6	Kirkby	85
The Park/Rydial Road	Footway reconstruction	1	1,3,4,5,6	Huyton	65
M62/A5300 – Knowsley Express Way/M62 Motorway	Tactical diversion route	1	1,2,3,4,5,6	Tarbock/Halewood/Huyton	80
Pilch Lane/Childwall Lane	Footway Reconstruction	1	1,2,3,4,5,6	Huyton	150
Design Fees	Borough Wide	10		Borough Wide	25
					1,965

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7.3 Draft Delivery Plan: Capital Maintenance (2013-2014)

*These tables are indicative only at time of writing and will change.

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £000
Maintenance					
M62 Motorway	Resurfacing – loss of material	1,5,10	1,3,4,5,6		600
East Lancashire Road (A580)	Resurfacing – uneven road surface	1	1,3,4,5,6	Kirkby	200
Liverpool Road/Derby Street/High Street/Warrington Road (A57)	Surface Dressing	1	1,3,4,5,6	Cross	90
Cronton Road from Trabock Road (A5080)	Surface Dressing	1	1,3,4,5,6	Huyton	150
Ormskirk Road from Knowsley Lane to East Lancs	Surface Dressing	1	1,3,4,5,6	Knowsley Village	30
Knowsley Lane – Sugar Lane to Lodge (B5202)	Resurfacing	1	1,3,4,5,6	Knowsley Village	200
Aintree Lane – Drainage	Phase 2 – drainage improvement	1	1, 3,4,5,6	Kirkby	100
Shops Broad Lane/Park Brow	Footway reconstruction	1	1,3,4,5,6	Kirkby	200
Thistley Hey Road	Footway reconstruction	1	3,4,5,6	Kirkby	75
St Annes Road	Footway reconstruction	1	3,4,5,6	Kirkby	80
Bowring Park Road	Footway reconstruction	1	3,4,5,6	Huyton	120
Design Fees	Borough Wide	1	3,4,5,6	Cross	25
					1,870

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7.4 Draft Delivery Plan: Capital Maintenance (2014-2015)

*These tables are indicative only at time of writing and will change.

Programme / Scheme	Purpose/Description	Key Short Term Priority	LTP3 Goal	Local Partnership Board	Estimated Cost £000
Maintenance					
Centre Way	Reconstruction – passed intervention levels	1	1,2,3,4,5,6	Kirkby	200
East Lancashire Road (A570)	Resurfacing – uneven road surface	1	1,3,4,5,6	Kirkby	200
Wilson Road	Reconstruction/structural maintenance	1	1,2,3,4,5,6	Huyton	675
Warrenhouse Road	Footway Reconstruction	1	3,4,5,6	Kirkby	90
Melling Drive	Footway Reconstruction	1	3,4,5,6	Kirkby	120
The Crescent	Footway Reconstruction	1	3,4,5,6	P,W,C,KV	85
Millbrook Drive	Footway Reconstruction	1	3,4,5,6	Kirkby	105
Shops Pilch Lane/Childwall Lane	Footway Reconstruction	1	3,4,5,6	Huyton	150
Design Fees		1, 10	1	Borough Wide	25
					1,650

9. Conclusion

9.1 This document represents a significant commitment to Knowsley's highway network and infrastructure. It recognises that the need for people and goods to be able to travel from A to B on a network that is safe, efficient and sustainable is fundamental to robust business and social activity. Indeed, within Knowsley, the sectors that have identified as potential drivers of regenerative growth – logistics, warehousing, retail and leisure – are hugely reliant on the capacity and condition of the road network.

9.2 The document also represents a commitment to partnership. By recognising and working towards the wider strategic imperative Knowsley Council contends that the ambitions of the Merseyside sub-region, the wider City Region and the Local Transport Plan are being well served.

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Appendix A

Evaluation Criteria

A.1 PRIORITISATION CRITERIA FOR SUSTAINABLE TRAVEL SCHEMES

Stage One: Each scheme which is identified through the process map will be subject to the following criteria

Policy Focus	II, IV	III		II, III, IV	II, III, IV	II, III	II, III	III	III, IV	III	III	III	70%-100% P1	
Delivery Focus	III, V	II, III, IV, V	IV, V	II	II	I, II	I, II	V	II	III, V	III	III	51%-69% P2	
Score Weighting	2%	5%	50%	10%	10%	5%	5%	2%	5%	1%	1%	4%	Cost	Total Score
Scheme Name	Near Town Centre	Equality of travel opportunity	External Funding	Cycling	Walking	Bus Route	Rail Links	DDA	Road Safety	Deprived Area	Size – Major (Accession)	Population Catchments (Accession)		
	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Yes/No	Number		

Stage Two

Once the schemes have been allocated a priority number the schemes will go through a value for cost analysis (which will also include an engineering judgement) to determine which schemes progress to the implementation stage.

Criteria Explanations

- Town Centres - were identified by the Unitary Development Plan (UDP), which highlights the largest urban areas (page 12 of the UDP).
- Equality of Travel Opportunity Plan – whether the scheme links to initiatives contained the action plan of the previous Knowsley Access Plan.
- External funding – has any external funding been secured for the scheme.
- Cycling – any improvement that contributes towards the cycling environment (cycle lanes, shared surfaces, sheffield stands).
- Walking – any improvement that contributes towards the walking environment.
- Bus – any improvement that improves bus stops/shelters (bus shelters, clearway markings, access kerbs, bus priority measures) or improves links to key routes.
- Rail – any improvement that improves access at stations (cycle parking stands, access kerbs) or improves links to stations.
- DDA need - whether the improvement would be required under DDA law. The documents "Inclusive Mobility" by the DfT/Merseyside Code of Access should provide info relating to standards required for pedestrians (max gradients, types of tactile required/facilities needed).
- Road Safety – any improvement which has a safety benefit to users - especially relating to conflicts with other road users (tactile paving, pedestrian islands, signalised crossings).
- Deprived area – whether the location of the centre was within a deprived area.
- Size of the local centre – if the centre was ranked as "Major" dependent on the type of services offered and size – using Accession Software.
- Population Catchments – within 5 minute walking distance. Each of the local centres were assessed using Accession Software on the population located close to each of the centres, as a higher population living close to one of the centres which may result in greater use of the scheme.

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A.2 PRIORITISATION CRITERIA FOR CAPITAL MAINTENANCE

Stage One: Each scheme which is identified through the process map will be subject to the following criteria:

Policy Focus	I, II		I	I, IV	I, III, IV		
Delivery Focus	II, III, IV, V	IV, V	III		II		
Score Weighting	10%	5%	50%	10%	25%		Total Score
Scheme Name	Strategic Route "A well-connected Knowsley" or City Region Network Improvement	External Funding	Condition	Improves Bus Corridor/Rail Links	Improves Sustainable travel and/or accessibility	Cost	
	Yes/No	Yes/No		Yes/No	Yes/No		

Stage Two

Once the schemes have been allocated a priority number the schemes will go through a value for money analysis (which will also include an engineering judgement) to determine which schemes progress to the implementation stage.

Criteria	Score %	Definition (plus engineering judgement)
Condition	0-20	Normal wear and tear, with 3-5 years maintenance life remaining, number of faults reported and fault trend (CONFIRM)
	21-30	Less than 3-5 years maintenance life, number of faults reported and fault trend (CONFIRM)
	31-50	Beyond economical maintenance and repair (less than 2 years maintenance life, serious sub-structure failure)

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A.3 Prioritisation Criteria for Capital Works on Traffic Signals and Systems

Stage One: Each scheme which is identified through the process map will be subject to the following criteria:

Policy Focus									70%-100% Priority 1 51%-69% Priority 2 26%-50% Priority 3 0%-25% Priority 4
Delivery Focus									
Score Weighting	25%	35%	9%	9%	7%	15%	Cost	Total Score	
Scheme Name	Strategic Route - "A well-connected Knowsley" or City Region Network Improvement	External Funding	Reliability	Condition	Age of Equipment & Telemetry	Improving Bus Corridor/Rail Links			
	Yes/No	Yes/No				Yes/No			

Stage Two

Once the schemes have been allocated a priority number the schemes will go through a value for cost analysis (which will also include an engineering judgement) to determine which schemes progress to the implementation stage.

Criteria	Score	Definition (plus engineering judgement)
Reliability	2	Limited number of faults per year with no obvious fault trends.
	4	Limited number of faults per year, with no obvious fault trends, occasional equipment failures.
	9	Above average no. of faults, repeat faults and equipment failures per year, or equipment no longer in production or limited availability of replacement parts.
Condition	2	No obvious physical problems.
	4	Problems limited to cosmetic condition but not materially affecting the safe operation of the signals.
	9	Continuous or long term physical damage caused by vandalism, traffic accidents or the environment, that could affect the safe operation of the signals.
Age	1	Up to five years
	3	Over five years
	7	Outside manufactures estimated lifetime

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A.4 Prioritisation Criteria for small capital improvements on the network

Stage One: Each scheme which is identified through the process map will be subject to the following criteria:

Policy Focus	I, II		I	I, IV	I, III, IV		
Delivery Focus	II, III, IV, V	IV, V	III		II		
Score Weighting	10%	5%	50%	10%	25%		Total Score
Scheme Name	Strategic Route "A well-connected Knowsley" Network Improvement/City Region	External Funding	Increases sustainable travel and/or improves accessibility	Improves Bus Corridor/Rail Links	Positive impact on congestion	Cost	
	Yes/No	Yes/No		Yes/No	Yes/No		

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A.5 Prioritisation Criteria for Local Safety Schemes – Environmental Traffic Calming

Stage One

Each scheme which is identified through the process map will be subject to the following criteria.

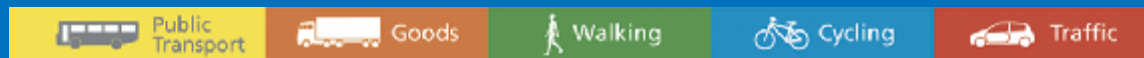
Capital Schemes Name	External Funding	Road traffic accidents	Rat-running traffic	Speed of vehicles	Local attractors (i.e. schools, shops etc)	Cost	Total Score
					Yes / No		
					Yes / No		
					Yes / No		

Criteria	Score	Definition (plus engineering judgement)
Road traffic accidents	0	Less than XX personal injury accidents.
		Greater than or equal to XX personal injury accidents and a rate per kilometre of road less than XX.
		Greater than or equal to personal injury accidents and a rate per kilometre of road greater than or equal to XX.
Rat-running traffic	0	Less than X vehicles per hour or less than X% of vehicles travelling through the area / road.
		Greater than or equal to X vehicles per hour and between X% and X% of vehicles travelling through the area / road.
		Greater than or equal to X vehicles per hour and greater than X% of vehicles travelling through the area / road.
Speed of vehicles	0	Average speed less than or equal to the posted speed limit.
		Average speed greater than the posted speed limit
		Average speed greater than ACPO threshold above the posted speed limit.
External Funding	0	No external funding
		0-33% external funding
		34-66% external funding
		67-100% external funding

70%-100%	Priority 1
51%-69%	Priority 2
26%-50%	Priority 3
0%-25%	Priority 4

Stage Two

Once the schemes have been allocated a priority number the schemes will go through a value for money analysis (which will also include an engineering judgement) to determine which schemes progress to the implementation stage.



A.6 Prioritisation Criteria for Local Safety Schemes – Route Action

Stage One

Route	Route Length (m)	Total Link Accidents	Accident Rate Per Km	Rank
County Road Route	3493	28	0.802	6
Tarbock Road Route	3220	33	1.025	2
Archway Road Route	1406	14	0.996	4
Higher Road Route	2215	20	0.903	5
Valley Road Route	1590	16	1.006	3
Liverpool Road Route	4580	59	1.288	1

Background Information

Route Selection

The routes are selected by running an accident search on the KeyAccident Database for all accident types and plotting an accident map of the borough. This map enables the engineer to identify the routes with the highest accident density.

Route Length

This is the total length of all of routes links.

Best practice has shown that the best way to analyse route accidents is to separate the routes into links and nodes. Nodes are the junctions and the links are the section of roads between the accidents. The routes in question all have junctions with histories of personal injury accidents. Therefore, to enable prioritisation, it has been decided to rank routes on link accident rate per linear km. This is a common approach used across local authorities and mirrors the approach taken by Liverpool City Council in their route management programme.

Total Link Accidents

The number of personal injury accidents that have occurred on the route within the 5 year study period.

Accident Rate Per Km

$\frac{\text{Total number of accidents}}{\text{Route length (km)}}$

Rank

The schemes are ranked on accident rate per km and the route ranked 1 is selected for improvement within the three year programme.

Stage Two

Once the schemes have been allocated a priority number the schemes will go through a value for money analysis (which will also include an engineering judgement) to determine which schemes progress to the implementation stage.

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A7. Prioritisation Criteria for Local Safety Schemes – Cluster Sites

Stage One

Each scheme which is identified through the process map will be subject to the following criteria.

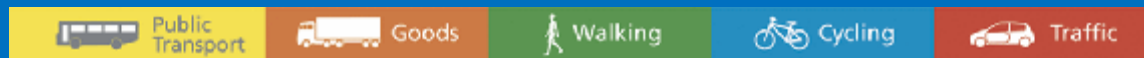
Capital Scheme	Accident Type	Number of Recorded Injury Accidents	Potential Accident Saving	Cost of Scheme	External Funding	FYRR	Rank	Further Consideration	Year of Delivery
Cronton Road / Cronton Village	KSI	20	5	60000		350%	1	Prelim Design Complementary to Sustrans scheme	1
Copplehouse Lane	KSI	20	10	75000		280%	2	Minor Route Scheme	1
Primrose Drive / Woolfall Avenue	KSI	11	5	90000		117%	5	Existing commitment from previous financial year. Detailed Design Complete.	1
Wellfield / Cherryfield Drive	Ped	9	5	40000		260%	3	Understand Implications of Kirkby TC Regen	3
Higher Road / Leathers Lane	Right Turn	9	5	100000		105%	6	Understand Implications of Ravenscourt Development and potential funding contribution	3
Bank Lane / Windermere Drive	KSI	7	3	25000		252%	4	Enforcement of Speed Limit	2
Dragon Lane / Stoney Lane	Right Turn	6	4	80000		105%	6	Near Redeveloped Whiston Hospital Site	2

Background Information (Cont. next page)

Accident Type

Accident type information is related to the search criteria. The Personal Injury Accident Database should be searched to locate the worst 50m clusters of accidents for the following Accident Types:

- All Accidents



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- Child Pedestrian
- Crossroads
- Loss of Control
- Cyclist
- Dark
- M/Cycle
- Pedestrian
- Public Service Vehicle
- Right Turn
- T Junction
- Wet

Some locations may be duplicated across a number of criteria. The initial search must be followed up by further analysis of all accidents at the location. When selecting schemes for inclusion within the programme it is important to make an engineering judgement on the amenity of the location to remedial measures and potential costs. This is likely to rule out a number of sites on the primary strategic road network. However, these schemes may be picked up as part of the Route Scheme Programme that is solely focused on the Primary Strategic Road Network.

Potential Accident Saving

A detailed analysis of the accident stats should enable the engineer to make a judgement on the potential accident saving of a scheme. The accident savings must not under estimate the potential of a scheme. This engineering judgement must be based on best practice guidance.

First Year Rate of Return (FYRR)

Schemes are prioritised using an economic assessment method know as First Year Rate of Return (FYRR.) It is a simple method of calculating whether a scheme can be economically justified. For example if the scheme has a FYRR of 100% the cost of constructing the scheme will be repaid within the first year.

The FYRR is calculated using the formula

$$\text{FYRR} = \frac{\text{Annual Accident Saving Rate} \times \text{Average Cost of Preventing a Road Accident} \times 100}{\text{Scheme Cost}}$$

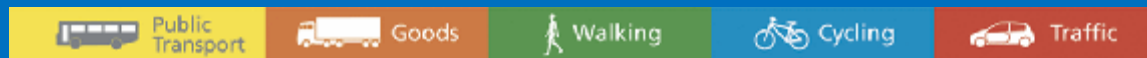
Schemes with a FYRR of under 100% should be automatically eliminated from the process.

Rank

The schemes should then be ranked based upon the FYRR criteria. Schemes should be given a ranking number with 1 being the highest priority scheme. The schemes should then be put into a three year programme for delegated approval.

Further Considerations

Other considerations may need to be taken into account when attempting to justify a scheme. They may include potential developments, stats implications etc. This may lead to the schemes being delivered at a later stage in the three year programme.



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A8. Prioritisation Criteria for Local Safety Schemes – Traffic Calming

Stage One

Each scheme which is identified through the process map will be subject to the following criteria.

Capital Schemes	External Funding	Road traffic accidents	Fatal and serious injury accidents	Vulnerable road user accidents	First Year Rate of Return	Cost	Total Score	70%-100%	Priority 1
								51%-69%	Priority 2
								26%-50%	Priority 3
								0%-25%	Priority 4

Criteria	Score	Definition (plus engineering judgement)
Road traffic accidents	0	Less than XX personal injury accidents.
		Greater than or equal to XX personal injury accidents and a rate per head of population less than XX.
		Greater than or equal to personal injury accidents and a rate per head of population greater than or equal to XX.
Fatal and serious injury accidents	0	Less than XX fatal or serious injury accidents.
		Greater than or equal to XX fatal or serious injury accidents and a rate per head of population less than XX.
		Greater than or equal to XX fatal or serious injury accidents and a rate per head of population greater than or equal to XX.
Vulnerable road user accidents	0	Less than XX vulnerable road user accidents (pedestrians / cyclists).
		Greater than or equal to XX vulnerable road user accidents (pedestrians / cyclists) and a rate per head of population less than XX.
		Greater than or equal to XX vulnerable road user accidents (pedestrians / cyclists) and a rate per head of population greater than or equal to XX.
First Year Rate of Return	0	First Year Rate of Return less than 100%
		First Year Rate of Return between 100% and 250%
		First Year Rate of Return greater than 250%
External Funding	0	No external funding
		0-33% external funding
		34-66% external funding
		67-100% external funding

Stage Two

Once the schemes have been allocated a priority number the schemes will go through a value for money analysis (which will also include an engineering judgement) to determine which schemes progress to the implementation stage.

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A9. Prioritisation Criteria for Local Safety Schemes – Pedestrian Crossing Facility

Site	Inputs							Community	Outputs	
	PV2 (x10^8)	% Elderly Peds	% Children	% Bicycles	Road Width	Crossing Time	85%ile speed		Adjustment factor	Adjusted PV2 (x10^8)
Sewell Street	0.206	15	11	10	7	26	35	3 factors	2.137	0.440
		1.045454545	1.0090909	1.047619	0.95890411	1.2	1.2	1.4		
Huyton Lane east of Lathom	0.845	0.1	0.15	0.003333	7	26	<30	two	0.946	0.799
		0.91	0.9104971	0.9524127	0.95890411	1	1	1.25		
Two Butt Lane / Scotchbarn Junction	0.116	0.011406844	0.2547529	0.0099751	7	<26	30		1.041	0.121
		0.909194608	0.9114068	0.952476	0.95890411	1	1.1	1.25		
		0.909090909	0.9090909	0.952381	0				0.000	0.000
		0.909090909	0.9090909	0.952381	0				0.000	0.000
		0.909090909	0.9090909	0.952381	0				0.000	0.000
		0.909090909	0.9090909	0.952381	0				0.000	0.000
		0.909090909	0.9090909	0.952381	0				0.000	0.000

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Other Information

Crossing Time Correction Input
If < 26 seconds use 1
If between 26 and 40 seconds use 1.2
If between 41 and 60 seconds use 1.4
If > 60 seconds use 1.6

Community Correction Input
If proposal is located where a road divides a substantial Community or is outside a school, clinic, community centre, home for the elderly or busy shopping centre adjust as follows:
Is on a road that causes community severance or outside a school or clinic, home for the elderly etc then apply 1.1
Is close to 2 of the above factors apply 1.25
Is close to 3 or more of the above factors apply 1.4

85%ile Speed Correction Input
If < 30 use 1
If between 30 and 35 mph use 1.1
If between 36 and 40 mph use 1.2
If between 41 and 45 mph use 1.3
If between 46 and 50 mph use 1.4
NB If > 50 consider speed reduction measures

Scheme Selection Criteria (PV2)
If <0.2 no formal facility required
If between 0.2 to 0.6 further consideration required
If > 0.6 formal crossing facility required