



Environment, Climate Emergency and Transport Committee

Date:	Tuesday, 12 March 2024
Time:	6.00 p.m.
Venue:	Birkenhead Town Hall

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This meeting will be [webcast](#)

AGENDA

- 1. WELCOME AND INTRODUCTION**
- 2. APOLOGIES**
- 3. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST**

Members are asked to consider whether they have any disclosable pecuniary interests and/or any other relevant interest in connection with any item(s) on this agenda and, if so, to declare them and state the nature of the interest.

- 4. MINUTES (Pages 1 - 8)**

To approve the accuracy of the minutes of the meeting held on 29 January 2024.

5. PUBLIC AND MEMBER QUESTIONS

5.1 Public Questions

Notice of question to be given in writing or by email by 12 noon, Thursday 7 March to the Council's Monitoring Officer via this link: [Public Question Form](#) and to be dealt with in accordance with Standing Order 10.

For more information on how your personal information will be used, please see this link: [Document Data Protection Protocol for Public Speakers at Committees | Wirral Council](#)

Please telephone the Committee Services Officer if you have not received an acknowledgement of your question by the deadline for submission.

5.2 Statements and petitions

Notice of representations to be given in writing or by email by 12 noon, Thursday 7 March to the Council's Monitoring Officer (committeeservices@wirral.gov.uk) and to be dealt with in accordance with Standing Order 11.1.

Petitions may be presented to the Committee if provided to Democratic and Member Services no later than 10 working days before the meeting, at the discretion of the Chair. The person presenting the petition will be allowed to address the meeting briefly (not exceeding three minute) to outline the aims of the petition. The Chair will refer the matter to another appropriate body of the Council within whose terms of reference it falls without discussion, unless a relevant item appears elsewhere on the Agenda. If a petition contains more than 5,000 signatures, it will be debated at a subsequent meeting of Council for up to 15 minutes, at the discretion of the Mayor.

Please telephone the Committee Services Officer if you have not received an acknowledgement of your statement/petition by the deadline for submission..

5.3 Questions by Members

Questions by Members to be dealt with in accordance with Standing Orders 12.3 to 12.8.

SECTION A - KEY AND OTHER DECISIONS

6. FESTIVE DISPLAY POLICY (Pages 9 - 30)

7. CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT

COMBINED AUTHORITY TRANSPORT PLAN PROGRAMME 2024-25 (Pages 31 - 56)

- 8. CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT, HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2024/25 (Pages 57 - 164)**
- 9. TRANSFER OF BUILDINGS ON HILBRE ISLAND (Pages 165 - 236)**

SECTION B - BUDGET AND PERFORMANCE MANAGEMENT

- 10. 2023/24 BUDGET MONITORING FOR QUARTER THREE (THE PERIOD TO 31 DECEMBER 2023) (Pages 237 - 254)**

SECTION C - WORK PROGRAMME / OVERVIEW AND SCRUTINY

- 11. WORK PROGRAMME (Pages 255 - 262)**

Terms of Reference

The terms of reference for this committee can be found at the end of this agenda.

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Monday, 29 January 2024

Present: Councillor EA Grey (Chair)

Councillors	S Foulkes	M Booth
	A Ainsworth	G Davies
	P Jobson	N Graham
	V Wilson	A Brame
	G Jenkinson (In Place of Cllr J Walsh)	M Sullivan

61 WELCOME AND INTRODUCTION

The Chair welcomed attendees and viewers to the meeting and reminded everyone that the meeting was webcast and retained on the Council's website for two years.

62 APOLOGIES

Apologies for absence were received from Councillor Jason Walsh. Councillor Gail Jenkinson was in attendance as substitute.

63 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members were asked to declare any disclosable pecuniary interests and any other relevant interest and to state the nature of the interest. There were no declarations of interests.

64 MINUTES

Resolved – That the minutes of the meeting held on 5 December 2023 be approved as an accurate record.

65 PUBLIC AND MEMBER QUESTIONS

65.1 Public Questions

The Chair reported that 5 public questions had been received in advance of the meeting.

Paul Carr asked a question regarding the environmental benefits of plant-based diets in comparison to the impacts of meat and dairy production. Mr Carr asked if Wirral Council could follow several UK Councils in endorsing the

Plant Based treaty which called for a global treaty to address food emissions alongside local implementation of plant-based initiatives in catering, training and public awareness campaigns.

In response, the Chair stated that they personally would like to see the Council endorse the plant-based treaty. The Chair also reported that Wirral Council, as a partner of Cool Wirral, were engaging the public on various issues to reduce carbon emissions, including advice on how to reduce the carbon footprint of food. It was noted that engagement events in food growing and composting were being advertised for residents. In addition, it was reported that the Council produced sustainable event guidance to encourage plant-based options for partners using Council facilities and that the Climate Emergency team would explore further what the Plant Based Treaty entailed.

Charlotte Smith asked a question regarding comments made by the Chair when asking a public question at Policy & Resources Committee in December 2023, whereby the Chair described land at Arrowe Park Road as a valued amenity space. Ms Smith asked if the Chair agreed that the residents of Hoylake considered Hoylake beach a much loved amenity space and if she would support the restoration of an amenity beach between King's Gap and New Lifeboat Station. Ms Smith highlighted public health and safety risks, operational safety concerns of the local RNLI and concerns over breaching the Equality Act 2010.

In response, the Chair agreed that Hoylake beach was a much loved community space and that the Council's extensive consultation highlighted that residents understood amenity value in different ways with a number of different views on future beach management options. The Chair stated that the Council had not breached the Equality Act or put the operational safety of the RNLI at risk.

Charlotte Smith asked a supplementary question relating to health and safety concerns on the beach and whether a risk assessment had been considered in relation to the condition of the beach.

In response the Chair affirmed that a risk assessment was undertaken when the decision was made to stop raking the beach and that risk assessments would be undertaken for any future beach management options.

Wendy Bennett asked, since the decision to stop clearing Hoylake beach in 2019, how much the Council had spent on all matters relevant to the beach, including sand removal, legal and professional advice, public consultation and administration costs including the costs of any dedicated teams working on the future management options for the beach.

In response, the Chair indicated that an answer to that question would require some time to collate the relevant information and that a written response would be provided.

The Head of Legal Services read out a question on behalf of Frank McArdle which related to previous mass gatherings on Hoylake beach and asked that the rules and regulations for mass gatherings on the beach to adhere to Council and Natural England requirements could be clarified.

In response, the Chair set out the requirements for members of the public and organisations wishing to organise events on Council land. It was reported that event organisers are asked to submit a 'notification of event form' through the Council's website and provide a written plan for the event, evidence of public liability insurance and a risk assessment. In relation to events on Sites of Special Scientific Interest (SSSI's) on Council land, it was noted that organisers were required to apply well in advance as the process of seeking assent, if required, could be costly and time consuming. If the event required a Habitats Risk Assessment (HRA), it was reported that the Council would work with organisers to agree payment for the assessment and likely timescales, and once complete would be shared with Natural England for their assent.

The Head of Legal Services read out a question on behalf of Keith Randles relating to the 2016 Council beach management plan, whereby Natural England recommended a 2-rake operation to remove vegetation from Hoylake beach. Mr Randles asked whether the then cabinet member was aware that a chemical free option was available to the Council to continue with their obligation for maintaining Hoylake beach and if so why it was not adopted.

In response, the Chair clarified that there was not any legal obligation for the Council to maintain the beach in order to remove vegetation and that if the Council was to maintain the beach in such a way it must gain assent from Natural England as the beach falls within North Wirral Foreshore SSSI and would therefore subject to protections under the Wildlife and Countryside Act. The Chair clarified that the methods put forward to Natural England in 2016 for assent included both raking and spraying, and that both methods were undertaken until 2019. Glyphosate spraying ceased in 2019 whilst raking took place until concerns over driver and public safety led to it being halted later in 2019, whilst assent expired in March 2021. The Chair also clarified that beaches were not in their portfolio as Cabinet Member when they were last raked and sprayed.

65.2 Statements and petitions

No statements or petitions were received.

65.3 Questions by Members

Councillor Gail Jenkinson asked a member question relating to small business day. In light of the Council subsidising parking for last year's small business

day, Cllr Jenkinson asked whether the Council could petition the Liverpool City Region Combined Authority to consider subsidising public transport for small business day in November of this year.

In response, that Chair noted that the waiving of car parking charges for small business day was not a committee decision. Whilst acknowledging that public transport was not in the remit of this committee, the Chair supported the principle that those using public transport should be incentivised to support small businesses and stated that officers had agreed to take this request to the Combined Authority.

66 **HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT (HIAM) POLICY AND STRATEGY**

The Assistant Director for Highways & Infrastructure introduced the report of the Director of Neighbourhood Services which recommended that Committee approved the Council's Highway Infrastructure Asset Management (HIAM) Policy and Strategy for 2023-27. It was reported that the HIAM Strategy and Policy, originally approved by Committee in December 2020, had been refreshed to align with the priorities of the new Council Plan 2023-27 and in consideration of devolved grant funding through the Liverpool City Region Transport Settlement. It was noted that the Policy and Strategy were high-level, overarching, documents that would form part of a highway asset management framework, and a HIAM Plan with specific operational policies and implementation plans would be presented to a future meeting of the committee, alongside a refreshed performance management framework.

Members discussed procedures relating to highway inspections, including the process for road inspections and the timescales for resolving issues. The Assistant Director reported that recorded ward inspections were undertaken on a cyclical basis, alongside additional inspections arising from the reporting of issues by members and public and councillors, whereby qualified inspectors would undertake dynamic risk assessments when inspecting defects to resolve what action was required with a related prioritisation score.

Members also noted issues relating to deterioration of roads in the network, including increased traffic on minor roads and the impact of different approaches to fixing defects, alongside balancing climate challenges with effective highways management. In response to queries, The Assistant Director indicated that the network was in good condition overall considering funding challenges, and the Council adopted a policy of maximising the lifespan of roads with minimum intervention whereby various surface treatments would be utilised rather than full reconstruction where possible.

Resolved – That

- 1. The Highway Infrastructure Asset Management Policy 2023-27 be approved;**
- 2. The Highway Infrastructure Asset Management Strategy 2023-27 be approved; and**
- 3. The Director of Neighbourhoods Services be authorised to make any non-substantive changes revisions or amendments to the documents as are necessary to align with the council's corporate objectives or with legislative changes.**

67 ACTIVE TRAVEL STRATEGY

The Assistant Director – Chief Regeneration Officer presented the report of the Director of Regeneration and Place which detailed the draft 'Places for People' Strategy alongside work undertaken to develop detailed network plans for a proposed Active Travel Infrastructure Plan (ATIP). It was reported that the strategy was a critical step in securing future investment for delivery plans from Government through the Liverpool City Region Combined Authority, and the strategy formed part of the Council's wider transport strategies to achieve the goals of the Local Transport Plan and provide a framework for management of active travel in the context of place-making. Alongside approval of the draft strategy, Committee were recommended to authorise the Director of Regeneration of Place to undertake public and stakeholder engagement to support the development of an ATIP, the outcomes of which were anticipated to be presented to Committee in September 2024.

Members discussed the impact of the strategy on different network users, including the elderly, pedestrians and car users, particularly in light of the hierarchy of users within the revised highway code. The Assistant Director reported that the strategy considered the benefits of walking and cycling alongside consideration of car users by creating spaces for all users to access the network.

In addition, Members discussed existing Active Travel infrastructure in the borough. In response to queries relating to the Fender Lane cycle lane, the Strategic Transport Project Manager confirmed reviews were being undertaken for the Fender Lane and New Chester Road Schemes which included the use of traffic count sensors.

Members also highlighted concerns relating to the national rollout of active travel initiatives and the importance of inclusion of active travel design in securing funding for wider projects. Members also noted the importance of referencing co-design of the network within the strategy, alongside economic and health benefits associated with active travel.

On a motion proposed by Councillor Grey, seconded by Councillor Foulkes, it was:

Resolved (8:3) – That

- 1. The Places for People strategy be approved; and**
- 2. The Director of Regeneration and Place be authorised to undertake public and stakeholder consultation to support the development of an Active Travel Infrastructure Plan.**

68 **ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT PERFORMANCE REPORT**

The Director of Neighbourhood Services presented the report which provided a performance update in relation to Environment and Climate Emergency, and Highways and Infrastructure. It was noted that a forthcoming Performance Management Framework workshop had been scheduled with Committee Members to undertake a review on how best to report performance data in future meetings. It was reported that some of the data within the dashboards was incomplete and would be addressed in the forthcoming review.

Members noted the number of requests relating to missed bin collections. The Assistant Director for Climate Emergency and Environment detailed that whilst missed collection service enquiries was a big demand issue for the Council, the performance on all coloured bins remained very consistent with numbers of missed collection per week extremely small overall. The impact of recent service disruption due to unsafe weather conditions and industrial action undertaken in December 2022 on legacy figures was noted.

Members also raised concerns in relation to recycling rates and enforcement of flytipping. It was noted whilst changes in legislation would require systematic changes to how recycling was undertaken, alongside coinciding with the new waste collection contract in 2027, it was important that work was undertaken to promote recycling under existing arrangements including increasing awareness regarding what can be recycled. In addition, it was detailed that a revised enforcement policy would be presented to a future Committee meeting which would have implications for enforcement of flytipping.

In response to queries associated with spend on street lighting columns replacement and upgrades, it was clarified significant funding in the region of £10 million had been spent in recent years on the replacement of lanterns with LEDs and replacement of columns. A residue from that funding remained which was being used to replace columns which were not undertaken in the previous work.

Resolved – That the Performance report be noted.

69 **2024-25 BUDGET REPORT UPDATE**

The Director of Neighbourhood Services presented the report of the Director of Finance which provided an update on the budgets within the remit of the Committee in respect of forthcoming pressures and proposed savings considered within the Medium Term Financial Plan (MTFS). Budget pressures relating to the Committee were outlined, which primarily related to inflationary increases in the Refuse & Street Cleansing contract, the Waste Levy and Transport Levy. It was reported that there were no specific budget savings within the remit of the Committee within the MTFS as savings had been identified for the Neighbourhoods Directorate within the remit of the Tourism, Communities, Culture & Leisure Committee.

Resolved – That

- 1. The indicative pressures and proposed savings detailed in Appendix 1 and 2 be noted; and**
- 2. The budget workshop feedback and outcomes, as detailed in appendix 3, be agreed.**

70 **WORK PROGRAMME**

The Head of Legal Services presented the report of the Director of Law and Governance which advised Members that the Committee in co-operation with the other Policy and Service Committees, was responsible for proposing and delivering an annual committee work programme. It was noted that the work programme should align with the corporate priorities of the Council, in particular the delivery of the key decisions which were within the remit of the Committee.

Members requested that the issue of gully cleansing be added to the work programme as an issue for consideration. In addition, Members raised the issue of addressing pavement parking which was listed on the work programme. Officers clarified the next iteration of the devolution deal for the Combined Authority would clarify powers available for tackling the issue of pavement parking.

Members asked questions relating to timescales of existing items on the work programme, whilst the Chair detailed that it was approaching 5 years since the Council declared a Climate Emergency, and invited Members and Officers to consider how Committee could reaffirm its commitment to this declaration and mark progress made so far.

Resolved – That the work programme be noted.

71 **EXEMPT INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC**

Resolved - That under section 100 (A) (4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following items of business on the grounds that they involve the likely disclosure of exempt information as defined by paragraph 3 of Part I of Schedule 12A (as amended) to that Act. The Public Interest test has been applied and favours exclusion.

72 **2024-25 BUDGET REPORT UPDATE - EXEMPT APPENDIX**

Resolved – That the exempt appendix be noted.



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 12 March 2024

REPORT TITLE:	FESTIVE DISPLAY POLICY
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

The purpose of this report is to enable the Committee to consider a consolidated policy for festive displays on the highway which aims to streamline and standardise the process for community groups whilst minimising the potential liability and risks to the Council.

The recommendation supports the Council Plan for 2023-2027 delivery theme 6: working together to create safe, resilient and engaged communities.

This matter affects all wards within the borough.

The recommendation is a Key Decision.

RECOMMENDATION

The Environment, Climate Emergency and Transport Committee is recommended to approve the Festive Display Policy as set out at Appendix 1 of this report.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATION

- 1.1 Festive displays are important to Wirral's communities. However, the increasing complexity and scale of such displays necessitate a comprehensive and transparent approach to managing them in order to protect public safety. Establishing a clear and well-defined policy, will enable the Council to reaffirm its commitment to facilitating festive displays in Wirral whilst upholding the principles of responsible governance and proportionate risk and health and safety management.
- 1.2 This policy will provide a structured framework that ensures due diligence, adherence to relevant guidance, and compliance with legislative requirements during the evaluation and approval of festive display permit applications. It not only aligns with best industry standards but also offers a clear rationale for decision-making, promoting fairness, consistency, and transparency in the Council's interactions with applicants and the wider public.
- 1.3 This policy will allow for better resource management and allocation to facilitate robust processes and mitigate risks. The policy will enable the operational service area to allocate limited resources and plan effectively. Festive display management can then be built into business-as-usual services. In addition, the policy provides for fair, proportionate, clear and consistent enforcement of non-compliance. The policy will improve transparency of the process and decision-making for display organising groups and their applicants, along with defined policy principles. A consistent standardised approach will give parity across all groups on how applications are assessed and managed by the Council.
- 1.4 Non-compliance with legislation or the terms of a permit mean the Council sometimes has no choice but to intervene. For example, where installations have not been removed once the permitted period has passed or non-permitted installations are erected. Historically, enforcement action has been inconsistent and open to challenge in the absence of a formalised or agreed policy. An approved policy will give weight and justification for any decision to take enforcement action against non-compliance, supported by clear council policy.

2.0 OTHER OPTIONS CONSIDERED

Do nothing option

- 2.1 Under the do nothing option the Highways and Infrastructure service would continue 'as is' in the way it manages festive display applications and permits. This option has been rejected as the absence of a policy means the service will continue to operate in an ad-hoc and inefficient manner, incurring further costs and increasing risks associated with assessing applications, dealing with requests and enquiries for extensions or variations to permit conditions set and attempting to ensure safe installations. The current approach to submissions, with the quality and sufficiency of information supplied by the various display organisers, is extremely variable. This option increases the time and costs involved with the time taken to assess

applications and deal with non-compliance with permit conditions. It also presents reputational and legislative risks to the Council should there be an incident in cases where the necessary requested certifications or insurances are provided late or not at all. This option has been rejected because of the administrative costs and risks it presents to the Council.

Partial cost recovery option

- 2.2 Under a partial cost recovery option the applicant would also be responsible for some of the energy costs. This option would require Council officers to calculate costs using information provided with the festive display application. The displays are essentially 'plugged into' the Council's street lighting assets via an 'unmetered supply.' The Council would be required to calculate the energy costs for each individual display using the information provided by installers on the type and power of equipment included in the display and the prevailing energy price so that the Council can make an annual return to the energy provider comprising all energy usage and thus price owed. Under this option officers would calculate the cost attributable to the specific display applied for, at source, using the current energy price tariff and assess what their contribution would be based on an agreed percentage. Energy usage and costs for different groups' displays in 2022/23 ranged from less than £100 to over several thousand for some of the larger displays. This option has been rejected as it would be overly bureaucratic, considering the low total financial value that would be recovered.

Full cost recovery option

- 2.3 Under this option applicants would be responsible for 100% of the energy costs. This option would require display organisers to provide the details of a 'Meter Point Administration Number' on their application. This would need to be directly applied for directly to the energy provider. This is used to meter electric usage of displays on an 'unmetered' supply. This would allow energy usage for each display to be measured and billed. Organisers would pay the energy provider directly. The Council could also legitimately chose to recover its reasonable administrative costs for providing this discretionary service. This option has been rejected because it is considered to be unwieldy and the cost and administrative burden on organisers may discourage them from applying to host displays at all – with little financial benefit for the council.

Limiting the total number of displays across the borough

- 2.4 Under this option no new displays at new locations would be permitted. This would reduce the management and associated implications for the Council against future growth. This option has been rejected as it may discriminate against prospective new applications for displays in newly-created local centres with a legitimate desire to provide displays to promote the locality and local retail trade.

3.0 BACKGROUND INFORMATION

- 3.1 Festive displays in Wirral are provided and installed by local community groups. Equipment and its installation/removal is provided at the community group's own cost, usually financed by local fund-raising activities during the summer preceding

the festive period. The Council has a duty to assess festive display applications in line with prevailing guidance and legislation to ensure they are fit for purpose, legal, and safe. As the displays are generally fixed to Council owned street lighting columns, the Council retains liability as the permitting authority. Each display also requires an inspection by the Council to ensure that the displays represent what was issued under the permit, that they adhere to legislation and best practice, and that they are safe. The Council manually calculates the energy used by each display, based on equipment manufacturer's data and information supplied by the applicant and declares this to the power supplier.

- 3.2 The management of festive displays by the Council is a discretionary service. There is currently no budget or policy for how the Council manages festive display applications and installations. The Council currently meets 100% of the energy costs for festive display installations. In addition, the Council incurs and meets the costs with administrating, inspecting, and monitoring each display from its own resources as well as any unforeseen costs associated with enforcement (e.g. removal of unauthorised equipment). Applications are managed through the street lighting team in the Highways and Infrastructure service of Neighbourhood Services directorate. Over the last 10 years, the number of regular applications for festive displays has risen from 10 to 20 in Wirral, whilst the available officer resource responsible for managing them, has decreased significantly. In addition to the number of festive display applications, the scale of each display has increased, as have some operating periods (starting much earlier and extending beyond the traditional 'festive' season). Despite broad efficiencies in lighting equipment and technologies over the last 10 years, the total kilowatt hour usage across all displays has also increased significantly. In some cases, displays have generated a 600% increase in energy usage over this period. The street lighting team has limited resource and capacity, so management of festive displays with this level of growth is a significant additional seasonal burden on top of managing and maintaining the Council's 38,000 street lights, which is a statutory function.
- 3.3 Although the management of festive displays is governed through broad guidance and legislation, notably Section 178 of the Highways Act 1980, the absence of a formalised policy has led to inconsistencies in how they are administered and managed across the borough. This has resulted in resource implications, inefficiencies, ad-hoc and reactive processes, and poor risk and management, often resulting in extra cost to the Council.

Current process and position in 2023/24

- 3.4 The street lighting service sends letter to all known festive display organisers in October each year inviting them to apply for a permit for the forthcoming season. The most recent letter sent on 19 October 2023 included an application form, a summary of the information required to be submitted with the application, including contractor details, electrical compliance evidence and public liability insurance cover evidence, and guidance notes. Reminders were issued by the street lighting team by email to those organisers who had not supplied their full application evidence. On 8 December 2023, by which time the majority of displays around the borough had been

switched on, only 3 out of 21 applicants had supplied all of the information requested. On 15 December 2023, the Director of Neighbourhood Services wrote to 13 applicants who had failed to comply with requests for safety-related documentation. Some display organisers still failed to provide the requested information, putting both themselves and the Council at risk of prosecution should there have been an incident.

- 3.5 Those documents that were issued to organisers in 2023 inviting applications for festive displays will be reviewed and revised for 2024 in accordance with any policy that is approved, or any decision taken, by this Committee.

Recommended policy

- 3.6 The recommended policy, as set out in Appendix 1 to this report, will bring together national guidance and legislation governing festive displays and introduce new localised policy principles. This represents a balance between managing Council resources and supporting organisers with their festive displays. Material policy content includes the following:
- Introduction of a submission deadline and cut off;
 - Limited display sizes/scale;
 - Defined operating period; and
 - Transparent policy on non-compliance and enforcement.
- 3.7 The policy will limit display sizes to a baseline of what each operator has previously applied for (their last full application). For new displays, a proportionate assessment and judgement will be made by officers in the service in line with guidance, legislation, and available resource. The policy will also limit the operating period to the festive period, being the end of November to the end of the first week in the following January, after which installations will be removed from Council property. The Council also advocates for the use of smart technologies that allow for festive displays to be switched off or dimmed during the day to reduce day burning hours. This will serve to reduce the operating pressure on the street lighting team to a defined period but will also limit energy consumption resulting from festive displays.
- 3.8 Permits will only be issued to applicants once all the information requested has been received and applicants have met the conditions of the policy. Where the permit conditions have not been met by the deadlines included the policy no installations will be authorised at that location and the Council will without notice take action to remove any equipment that is affixed to its assets and equipment owners will be required to reimburse the Council's costs arising from its actions.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The total cost to the Council for festive display energy in 2022/23 was approximately £17,600. This can be expected to increase annually as energy prices continue to rise.
- 4.2 The estimated additional revenue budget requirement for some new additional seasonal staffing resource in the street lighting team to help properly administer festive displays is estimated at approximately £30,000. There is no additional budget identified for this growth, so there will need to be a corresponding reduction in annual street lighting maintenance intervention spend to cover the costs.

5.0 LEGAL IMPLICATIONS

- 5.1 Section 178 of the Highways Act 1980 enables the Council to control the erection of apparatus on or over the highway, including seasonal decorations, by way of a permit. The recommended policy sets out how consent can be obtained, the standards that must be met, and the general conditions that will apply for any prospective organisers looking to install festive displays within the public highway in Wirral.
- 5.2 The delivery of festive displays is governed by national legislation and guidance relating to objects on the highways, health and safety regulations, obtaining necessary permissions permits, ensuring electrical safety, addressing accessibility and environmental concerns. Liability for accidents, public disturbance, and environmental impact are addressed in the recommended policy.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 The resource requirements to introduce a policy will be minimal as it serves to streamline and formalise already existing permitting processes. However, resources will be required to support organisation pre-implementation, and this will need to be supported by the Neighbourhoods Engagement team. Further additional seasonal technical and administrative staffing resources are necessary, within the street lighting team, irrespective of whether the policy is introduced or not, to properly manage festive displays going forward. However, resource requirements will be greater should the policy not be approved, along with a commitment to enforce it, because of the significant officer time taken dealing with non-compliance to permit conditions and enquiries to extend or change displays beyond their permitted scope.
- 6.2 Corporate digital support will also be required to develop a new landing page for festive display information and signposting for applicants.

7.0 RELEVANT RISKS

- 7.1 Managing risk is a central theme of the 'Well-managed Highway Infrastructure: A Code of Practice'. Highways Operational Services manages its street lighting assets in line with this risk-based approach as outlined in the Council's Highways Infrastructure and Asset Management Strategy. This aims to identify likely risks that

will prevent the Council in achieving its objectives and providing a proportionate response to mitigate or reduce its impact. Lack of a documented and approved policy for festive displays is one of the identified risks.

- 7.2 The recommended policy aims to address the public safety risks surrounding the installation of festive displays on Council owned assets, including street lighting infrastructure and highway trees, ensuring a robust and standardised process is delivered to assess, inspect, manage and monitor any operation on street lighting assets. This includes liability risks (e.g. injury or damage), financial risk associated with unforeseen costs or fines, and operational risk associated with unplanned works and lack of resources.
- 7.3 If a policy is not introduced and the Council continues to struggle to enforce the conditions of the permits it issues for festive displays, then there are public safety risks resulting and consequent legal and financial liability risks for the Council as a result.

8.0 ENGAGEMENT/CONSULTATION

8.1 To support the development of a festive display policy, the service facilitated a focus group on 12 July 2023 with festive display organisers. Four groups, one from each of the borough's four parliamentary constituencies invited and three attended. The aim of the focus groups was to:

- Give groups an opportunity to tell the Council why they operate festive displays;
- To discuss what works well and what could be improved in the relationship/interface between festive display groups and the Council;
- To discuss policy proposal ideas and gather feedback; and
- To give groups a chance to give any other feedback on their experiences and thoughts around festive displays.

8.2 Key takeaways from the focus group included:

- Need to improve group/Council interface with better response and potentially a dedicated point of contact;
- Groups share limited resource to install displays so need some flexibility in period to erect installations;
- Groups receptive to a deadline for application submission;
- Groups receptive to contributing 50% energy costs, however they would not welcome paying 100% energy costs or liaising directly with an energy supplier as this would create additional resource burdens and would push some groups to walk away;

- Groups would like a one-stop-shop landing page on the Council website with all festive display permit resources available;
- Groups would welcome a standardised process;
- Groups receptive to limiting display sizes to previous years and the display period, with sufficient time allowed to remove installations;
- Groups would like the option to request display size increases after a certain number of years;
- Groups approached the application for festive displays differently and their knowledge of requirements differed in some areas.

8.3 The Council has committed to offering a pre-implementation workshops with all current and prospective festive display organisers ahead of any new policy being brought forward. These are proposed to take place in spring 2024.

9.0 EQUALITY IMPLICATIONS

9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.

9.2 The equalities impact assessment for this report can be found here:
<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The scale of festive displays has increased as has the energy consumption over the last decade. The festive display policy aims to address climate implications through minimising energy usage through limiting display sizes and operating periods. The Council also encourages the use of smart technologies and energy-efficient equipment that will limit the financial and carbon outputs and the occurrence of daytime burning. The council is currently procuring all its street lighting energy through 100% green electricity sources.

11.0 COMMUNITY WEALTH IMPLICATIONS

11.1 Festive displays can support community wealth by stimulating local businesses, artisans, and tourism through increased foot traffic and festive events. Collaborative partnerships for display creation foster community cohesion, while temporary job opportunities arise during installation and maintenance. Festive displays also promote community identity and pride, encouraging residents to take an active role in their area's appearance. This policy will support the continued delivery of festive display and, when strategically approached, amplify economic growth, enhance social bonds, and contribute to community well-being.

REPORT AUTHOR: Simon Fox

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APPENDICES

Appendix 1 – Festive Display Policy & Application Criteria 2024

BACKGROUND PAPERS

Highways Act 1980
Wirral Council Climate Emergency Action Plan
Highways Infrastructure and Asset Management Strategy 2020
Festive Display Decorations 2023 - cover letter, Summary of Information Required;
Guidance Notes and Application Form

TERMS OF REFERENCE

This report is being considered by the Environment, Climate Emergency & Transport Committee in accordance with section (b) of its Terms of Reference, in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
None	N/A

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FESTIVE DISPLAY POLICY & APPLICATION CRITERIA 2024

INTRODUCTION

Policy Objective

Wirral Council supports for the provision of festive displays in the borough, both to encourage community and commercial activity in our town and villages centres during the festive season.

Section 178 of the Highways Act 1980 enables the Highway Authority (Wirral Council) to control the erection of apparatus on or over the highway, including seasonal decorations, by way of a permit. This policy sets out how consent can be obtained, the standards that must be met, and the general conditions that will apply for any prospective organisers looking to install festive displays within the public highway in Wirral.

Conditions and Guidance Notes for Festive Display Organisers and Contractors

General

No decorations, cables, supports or other attachments are to be fitted to Wirral Council apparatus (e.g. lighting columns) without the prior written consent of the Council. Such consent will be in the form of a permit following a successful application. **Under no circumstances will any display or lights attached to pedestrian railings be permitted.**

A new application will be submitted each year containing all required information. Previous organisers should not use a duplicate or copy of a previous application as this may result in refusal or delay of your application.

In certain cases, the Council may grant a permit for up to three years for established and experienced festive display organisers, subject to specific terms and conditions (e.g. annual submission of electrical testing and integrity reports) and **no change** to the festive display installation over the permit period. Organisers will have to tick this option on their application. **This does not however negate the display organisers responsibility to remove all their display from Council apparatus after each annual display period.**

All associated costs for the equipment purchase, installation/erection, maintenance, and removal of approved displays and/or plant, equipment and Traffic Management requirements are the sole responsibility of the festive display organiser. Wirral Council will not be obliged to reimburse any cost element for any display. Any costs incurred by Wirral Council due to non-compliance of our permit conditions will be recharged to the display organiser.

The Council considers the use of modern LED energy-efficient lighting equipment as best practice and prefers organisers to propose such equipment.

Operating Costs and Supply

Wirral Council will meet the cost of energy associated with approved organised festive displays. Festive display organisers will be responsible for all the other costs associated with their displays.

Contingency

It is the sole responsibility of the organiser to secure sufficient contingent budget so as to address any unforeseen risks or issues. For example, any remedial work due to failed installations or health and safety risks.

Wirral Council will not be responsible for any cost relating to the display and, in any event where the Council has no choice but to intervene, all costs will be recharged to the display organiser.

Operating Period

All displays shall be **installed no earlier than the first week of October** and energised **no earlier than the last weekend of November**. Displays are to be **de-energised by the second week of January** and completely removed from Council property **no later than the second week of February** (at the organisers expense). Leaving any fixings or structures of the festive display up throughout the year is **not** permitted and the Council reserves the right to remove any equipment left in place and seek to recover its costs from the display organiser.

Where practicable, organisers should ensure displays will not be energised during the day (“day burn”). The Council considers the use of smart technology that allows for displays to be switched off during the day as best practice and prefers organisers to propose such equipment.

Failure to adhere to this operational period and guidance may result in Council intervention with any costs incurred recharged to the display organiser. Where displays have to be removed by the Council, they will be retained in storage and only made available for collection once the cost of this work has been met by the display organiser.

Fixings and Attachments

- No attachments are to be made to any bracket arm or extension fitted to a lighting column
- No display or lights to be attached to any pedestrian railings, road signs or safety fencing
- Holes must **not** be drilled into any lighting columns
- The Organiser will be held responsible for any damage to the painted finish or galvanising of lighting columns
- No overhead spans above the highway are to be used without the prior written consent of the Council. Such consent will be in the form of a permit.
 - Applications to use a new overhead span or an existing overhead span must be supported by appropriate test/examination certificates for each anchorage point.

Where a permit is granted to use the street-lighting electrical supply, this shall only be done by connecting a 16A “Commando” plug into an existing matching

socket on a column. The connection shall only be used to supply the single festive feature mounted on that column. The use of adaptors or other arrangements to supply any light or feature other than that on the supporting column is strictly prohibited. If no existing socket is available, the organiser may request, through the application, additional sockets to be installed.

If approved, the Council will use their own supplier to install the socket (this is a chargeable service). **Any unauthorised sockets identified will be removed from Council apparatus and all associated costs recharged to the display organiser.**

Size of Displays

Due to the increase in number of festive display organisations and installations, the Council will limit the size and scale of festive displays under this policy.

The baseline for this limit will be the organisations previous years application. This means display organisers cannot add any additional installations above and beyond their previous application.

For new organisations or festive displays in new locations, the Council will make a reasonable and proportionate judgement on the size of the display within that application based on multiple factors, including:

- Organisers history and experience
- Size of the display in context to the location, setting and its environment
- Health and safety
- Risk management
- Existing street lighting infrastructure, and
- Available resource and capacity to administer, inspect, manage and enforce the festive display.

Safe Clearances

No decoration or support shall project over the road or within 0.5 metres of the kerb and at a height of less than 5.8 metres above the road surface. At least 2.5 metres headroom shall be maintained over any pedestrian area.

Pedestrian areas that are accessed by emergency services or delivery vehicles shall maintain a clearance of 5.8 metres above the road surface.

Electrical Requirements

It is a legal requirement that everyone undertaking electrical work is competent to undertake the works required and does not cause any danger to themselves or others. If you employ staff (including contractors) to carry out works beyond their level of knowledge and expertise, then you may be liable for any damage or danger that occurs as a result. **Appointed contractor accreditation, company details (Company name, point of contact and company address) and contractor public liability insurance (copy) shall be provided to the Council as part of the application process.**

Only suitably qualified persons shall be allowed to remove the access covers from lighting columns for the purpose of operating the Double Pole Isolator in the base compartment.

The maximum rating of BS88 fuse to be fitted in the fuse way protecting the decoration socket is 6 Amp. The removal or insertion of the main fuse from the cut-out shall only be carried out by a Competent Person having the correct level of G39/1 authorisation (Scottish Power ERG39 Certificate).

Where the Contractor does not have persons approved to the correct level of G39/1, the removal or insertion of the main fuse from the cut-out shall only be carried out by the Council's lighting team. The cost of this work will be charged to the Organiser.

Electrical supplies shall only be taken from the external socket IP66 socket provided.

At the time of application and prior to festive displays being energised a copy of the Electrical Test Certificate or Portable Appliance Test (PAT) for each circuit from each socket shall be sent to the Council at:

festivedisplays@wirral.gov.uk. This is the responsibility of the display organiser.

Insurance

Any organisers of festive displays within the public highway must indemnify Wirral Council against any claim for loss, injury or damage whether to persons or property or both in any way caused by or connected with their installation. Any applicant must demonstrate evidence of insurance cover against third party claims to give cover up to £5,000,000 **per claim** for the above purpose.

Maintenance Requirements

Organisers of festive displays must maintain their decorations in good repair at their own expense.

Organisers must also arrange for a **weekly** visual inspection of their decorations, or following any high winds, to ensure that they are safe and have not been damaged. A log must be kept of these inspections, a copy of which can be requested at any time from the Council.

Organisers must ensure that adequate “Competent Persons” are available at all times for Emergency attendance within two hours of being requested.

The Council reserves the right to disconnect and remove any or all equipment that is considered to be unsafe or dangerous. The cost of this work will be recharged to the organiser.

The Council will not accept any responsibility for vandalism or accidental damage. If the Council have no choice but to intervene and remove any installations as a result of damage or an act of vandalism, the Council will make every effort to recover any decorations attached but will not be responsible for any loss or damage. The cost of this will be recharged to the organiser.

The Council may inspect festive displays on its assets at various times, but this does not absolve the organiser of any of the requirements set out in this policy.

Traffic Management

The Contractor must provide, install and maintain Traffic Management at their own expense where necessary to erect, remove and maintain displays, in accordance with the requirements of the Traffic Signs Manual 2009 – Chapter 8 “Traffic Safety Measures and Signs for Road works and Temporary Situations”

The Contractor shall equip all vehicles employed on the installation, maintenance and removal of decorations with amber flashing lights in accordance with Section 05.3 of the Traffic Signs Manual – Chapter 8

Staff engaged in installation maintenance and removal of decorations must at all times wear high visibility clothing yellow, fluorescent retro reflective clothing complying with BS EN 471 (Class A, Appendix G minimum)

No placing or removal of cones and/or obstruction of two-way traffic flow will be permitted Monday to Saturday from 07.30 to 9.30 & from 16.30 to 18.30.

Health & Safety

We follow guidance from the Institution of Lighting Professionals when assessing your application to install Christmas lighting or decoration(s).

You must comply with the Construction (Design and Management) Regulations issued by the Health and Safety Executive.

Non-compliance

Non-compliance with any aspect this policy and the terms of a permit, including the payment of any incurred costs to the Council, may result in a termination of the current permit or the refusal of any future applications by the operator.

APPLICATION PROCESS

Application Form

Process

The Council will not contact previous organisers directly ahead of the festive display period for the purpose of completing an application. Any prospective organisers of festive displays in Wirral can either download an application form from the Councils website or email a request for an application form to festivedisplays@wirral.gov.uk.

Application forms will only be accepted in digital format and must be returned to festivedisplays@wirral.gov.uk by the **31st of August or the next working day if this falls on a non-working day**.

All application forms must be completed with the correct information as required within the guidance and this policy. Those which are not accepted will not be granted a permit to operate.

A decision on all applications will be made and communicated no later than the **30th of September or the next working day if this falls on a non-working day**. If successful, a permit will be issued to the display organisers.

Under this policy, the approval of one application does not set a precedent for others and cannot be compared like for like. All applications will be assessed on their own merit and on a case-by-case basis in line with this policy.

Summary of Information Requirements

The below provides a summary of information required as part of the application process.

Part 1 – Contact Information

- Contact Details of display Organiser: Address, phone number and 24-hour emergency contact details.
- Contact Details of display Contractor: Address, phone number and 24-hour emergency contact details.

Part 2 – General Requirements

- 2(1) Copy of public liability insurance certificate for both organiser and contractor
- 2(2) Contractor’s Method Statement and Risk assessments and/or organisers Method Statement and Risk assessments if using volunteers to work on or near the Highway.
- 2(3) Completed Part 5 SEASONAL DECORATIONS SCHEDULE
- 2(4) Provide details as a supplement to Part 5 SEASONAL DECORATIONS SCHEDULE. If no tree lights, then mark N/A.
- 2(5) Provide details and certificates as a supplement to Part 5 SEASONAL DECORATIONS SCHEDULE. If no overhead spans, then mark N/A.

Part 3 – Electrical Requirements

- 3(2) Provide list of operatives and evidence of their competency E.g., Electrician Registration Card, MEWP Operator Certificate, Chapter 8 Training Certificate
- 3(4) If part 3-3 ‘Is the Contractor G39 approved’ has been answered Yes then copy of approval certificate for each individual is required.

Part 5 – Seasonal Decorations Schedule of Equipment

- 5(1) Give name of street on which the streetlight is located
- 5(2) Give the individual column number onto which the decorations are attached. This number should be marked on the front of the columns in a yellow square. If number not visible the closest property number or landmark shall be given.
- 5(3) Give number of features to be attached to each individual streetlight
- 5(4) Provide weight of each feature. This information will be available from the manufacturer's catalogue (for rope lights coiled around columns this can be considered as zero.)
- 5(5) Provide windage details for each feature. This information will be available from the manufacturer's catalogue (for rope lights coiled around columns this can be considered as zero.)
- 5(6) Provide details of fixing method for each feature i.e. clamps, tie-wraps etc. used to attach the features to lighting columns
- 5(7) Provide details of power consumed by each feature. This information will be available from the manufacturer's catalogue.
- **5 Tree mounted decorations:** Location of tree, is it existing or temporary, if temporary, give installation method. Location of power supply source. What is electrical load.
- **5 Overhead Spans:** Location of spans, number of fixing points, test certificate numbers, electrical load. Location of power supply source.

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 12 March 2024

REPORT TITLE:	CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT COMBINED AUTHORITY TRANSPORT PLAN PROGRAMME 2024/25
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report requests approval of the recommended City Region Sustainable Transport Settlement (CRSTS) Combined Authority Transport Plan (CATP) programme for 2024/25. The report also seeks approval for the indicative recommended CRSTS CATP programme for 2025-2027.

The effective delivery of the Council's CRSTS CATP programme aligns with the Council Plan for 2023-2027, in particular: theme 5: working together to protect our environment, and theme 6: working together to create safe, resilient, and engaged communities.

The delivery of the Council's CRSTS CATP programme contributes to the strategic objectives of the Liverpool City Region Road Safety Strategy and the Council's Road Safety Plan 2023-2027.

This matter is a Key Decision as it may affect all wards within the borough.

RECOMMENDATIONS

The Environment, Climate Emergency and Transport Committee is recommended to approve:

1. the proposed City Region Sustainable Transport Settlement ("CRSTS") Combined Authority Transport programme for 2024/25 and the spending of the associated grant funding once accepted by the Council's Section 151 Officer, as set out in Appendix A to this report;
2. the indicative CRSTS Combined Authority Transport Plan programme for 2025/27 as set out in Appendix B to this report;
3. that the Director of Neighbourhood Services be authorised to amend the Liverpool City Region Combined Authority for the 2024/25 CRSTS Combined Authority Transport Plan programme having regard for available resources

and risk-based prioritisation of schemes, in consultation with the Chair and party Spokespersons of this Committee; and

4. that the Director of Law and Corporate Services be authorised to execute any grant funding agreements associated with these recommendations.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 To ensure that the Council's transport capital programme reflects the Liverpool City Region Combined Authority (LCRCA) Transport Plan, the Liverpool City Region Road Safety Strategy, the Wirral Working Together 2023-2027 Council Plan and the Council's Road Safety Plan 2023-2027 and has the flexibility to ensure delivery of the most effective schemes within the financial year.
- 1.2 The effective delivery of the Council's City Region Sustainable Transport Settlement (CRSTS) Combined Authority Transport Plan (CATP) programme contributes to the following strategic objectives of the Liverpool City Region Road Safety Strategy:
- A reduction in the number and severity of road traffic collisions working to a target of no avoidable collisions by 2040;
 - Creating the conditions for more people to make safer journeys on foot or by bicycle and enabling more children to walk and cycle to school; and
 - Contributing to improved air quality and reducing climate changing CO₂ emissions.
- 1.3 The LCRCA is currently developing the Local Transport Plan (LTP) 4 for the region which will set out plans, policies and ambitions for transport services and investment in the Liverpool City Region until 2040. The Council's CRSTS CATP programme that includes the delivery of highway improvement schemes for local safety and active travel supports the wider transport plan objectives for the region.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Council may wish to decide not to accept the grant funding offered. However, this is not considered to be an appropriate option given that the proposed programmes and schemes identified within this report enable the Council to comply with its statutory duties as set out in paragraph 5.1 of this report and achieve the strategic objectives set out in this report as reasons for the recommendations.
- 2.2 The funding cannot be accepted and used for other purposes as it would not meet the grant funding agreement (GFA) conditions. Schemes and projects included in the recommended programmes have been selected and developed in line with guidance provided by the LCRCA.

3.0 BACKGROUND INFORMATION

Liverpool City Region Combined Authority Transport Plan & City Region Sustainable Transport Settlement

- 3.1 In Spring 2022, the Department for Transport issued a five-year Liverpool City Region Sustainable Transport Settlement of £710m to the Liverpool City Region Combined Authority with part of this funding being allocated for road safety and sustainability across the City Region. Existing funding arrangements for small scale transport capital improvement schemes, previously referred to as the Integrated Transport Block funding is rolled into the CRSTS as part of the move towards greater consolidation of transport capital funding streams.

- 3.2 Over the current five-year CRSTS settlement period from 2022/23 to 2026/27, funding will be allocated to specific locations across the borough targeted at reducing the number and severity of road traffic collisions, to promote and improve active travel facilities, and provide traffic signal and pedestrian movement improvements.
- 3.3 On 14 March 2023, this Committee agreed to accept the grant allocation of £2.16m and approved the CRSTS Combined Authority Transport Plan programme for 2023/24 together with the indicative associated programme for 2024-2027.
- 3.4 Whilst the Council is waiting for confirmation of the LCRCA transport budget allocation for 2024/25, it is proposed to allocate the anticipated CRSTS funding for 2024/25 and the remaining years of the five-year transport settlement, therefore the Council's indicative grant allocation for 2024/25 is **£2.16m**. The table below sets out the five-year CRSTS CATP capital budget allocations together with the spend profile for years 1 and 2 of the programme, budget slippage and revised annual available budgets. The in-year spend for year 2 in the table below is currently as forecast. The figures for years 3 to 5 in the table below are indicative annual allocations subject to LCRCA approval.

Theme	Year 1 2022/23	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27
Local Safety Schemes	£440,000	£660,000	£660,000	£660,000	£660,000
Active Travel Improvements	£500,000	£500,000	£500,000	£500,000	£500,000
Traffic Signal & Pedestrian Improvements	£310,000	£1,000,000	£1,000,000	£750,000	£750,000
Total	£1,250,000	£2,160,000	£2,160,000	£1,910,000	£1,910,000
In-year spend	£723,483	£1,046,735			
Slippage		£526,517	£1,639,782		
Total available budget	£1,250,000	£2,686,517	£3,799,782		

- 3.5 Whilst the CRSTS CATP programme is spread over a five-year period, it is expected that the budget allocation for each financial year is spent in-year. However, there is potential for some slack within the programme to slip part of the budget into the following year should this be necessary, though approval must be sought from the LCRCA.
- 3.6 In the CRSTS CATP programme for 2023/24 there is approximately £1.64m slippage of budget into the 2024/25 programme due to some of the engineering schemes being delivered over a two-year period with feasibility/detailed design in the first year and consultation/construction in the following year. Furthermore, some of the programmed schemes have required the procurement of additional external resources to support internal Council staff, many of whom had been deployed to other corporate priorities during 2023.

Wirral Council's Combined Authority Transport Plan Programme

- 3.7 Each of the Liverpool City Region (LCR) constituent authorities is required by the LCR to develop their own capital programme which, when combined, form a Liverpool City Region wide Implementation Plan.

- 3.8 Demand for road safety improvements is high and the Highways and Infrastructure service in Neighbourhood Services continues to receive a very high volume of direct requests for improvements to the highway network from residents, Council Members, and other stakeholders. Requests can cover a wide range of measures from major highway improvements, traffic calming, pedestrian crossings, reduced speed limits, signage, footway provision and other road safety measures. All such requests have been reviewed by officers, based on investigations into recorded road traffic casualty data and in line with the priorities and recommendations identified by the Road Safety Working Group.
- 3.9 Appendix A to this report presents the recommended 2024/25 CATP delivery programme against an anticipated capital budget allocation of approximately £3.8m (including slippage). The proposed schemes identified meet the priorities of the Road Safety Working Group including the next phase of the borough-wide 20mph speed limit programme and other key themes including local safety, traffic signal, pedestrian access, and public rights of way improvements.
- 3.10 Appendix B to this report sets out an indicative list of recommended schemes for further investigation and delivery over the next two years (2025/26 and 2026/27) remaining in the overall five-year CRSTS programme. This is an evolving list which is updated to reflect schemes identified through annual reviews of road traffic casualty data and strategic road safety policies. It will form the basis of the recommended programme for 2025/26 year which will be brought back to this Committee in March 2025.
- 3.11 Appendix C to this report provides a full list of all locations that have been assessed as part of an annual local safety scheme review, and all customer service requests, including petitions, reported to the Council by residents, Ward Members, and other stakeholders up to the end of December 2023 for road safety improvements. This list has been objectively ranked based upon recorded injury collision data analysis and local, regional, and national guidance. The highest-ranking schemes are recommended to reduce the number and severity of road traffic casualties on Wirral's roads and have been included within the proposed 2024/25 CATP programme. Any locations included in this appendix that have not currently been recommended for inclusion in the forthcoming programmes will be reviewed again during 2024 along with all other locations reported or service requests received.
- 3.12 Where local safety engineering measures have not currently been recommended, borough-wide road safety education and engagement activities and/or initiatives will continue to be delivered that include:
- Road safety education delivered through schools and young people, including the uptake of free cycle training;
 - Raising awareness through popular interventions such as the Mock Trial via the Council's Mind Your Business Programme;
 - A young driver initiative, delivered to novice drivers via Approved Driving Instructors;
 - Support provided to Merseyside Police for the delivery of the revered Bikesafe programme for motorcyclists; and
 - Community engagement initiatives such as Safer Roads Watch.

- 3.13 These activities are supported via the promotion of national campaigns including Project EDWARD (Every Day Without A Road Death), Brake Road Safety Week etc, whilst also supporting local campaigns alongside partners and key stakeholders.

4.0 FINANCIAL IMPLICATIONS

- 4.1 All schemes as set out in Appendix A are proposed to be funded from the CRSTS CATP indicative grant funding allocation to Wirral Council for 2024/25, which is anticipated to be £2,160,000. The Council's total anticipated CRSTS CATP budget for 2024/25 is approximately £3.8m, including for capital programme slippage from 2023/24. The indicative allocation is a component of the CRSTS and must be defrayed in-year, where possible, to fund transport improvement schemes.
- 4.2 Engineering measures constructed as part of the programme are likely to have additional ongoing maintenance requirements for any additional asset elements created (traffic signals, signs, and road markings) which will have some revenue implications. Officers are not able to quantify these implications at the present time. Any future maintenance costs will need to be met from the Council's existing limited highway maintenance revenue budget. However, where highway improvements are made under a capital scheme there will be offsets that may reduce current revenue spending demand.
- 4.3 There are no other financial revenue implications as all scheme design, development, construction, project management and supervision will be funded from the CRSTS grant award. There is additional separate grant provided under CRSTS for temporary fixed-term staffing resources to support the programme which the Council will also fully utilise where applicable.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act, and the Traffic Management Act 2004. A reduction in the number and severity of road traffic collisions is a key priority for the Council, in respect of its duty under Section 39 of the Road Traffic Act 1988 to take actions to both reduce and prevent road traffic collisions.
- 5.2 The Council has a statutory duty to communicate and consult with specific customers and stakeholders for highway improvement schemes where the Council intends to implement Traffic Regulation Orders (restricting access, waiting, or parking); or to alter the speed limit under the Road Traffic Regulation Act 1984. This process will be followed for any schemes identified within the CRSTS CATP programme that requires a Traffic Regulation Order.
- 5.3 Part 3 Section C of the constitution provides that express delegation is given to the Section 151 Officer to accept grant funding. This is subject to a requirement to report the acceptance of the grant funding to the appropriate Committee.
- 5.4 A grant funding agreement will need to be finalised by the Director of Law and Corporate Services between the Council and the LCRCA for funding allocated through the CRSTS programme for 2024/25. Following scheme delivery, the

Council's Section 151 Officer will be required to sign a declaration confirming that the relevant grant funding agreement was appropriately defrayed in accordance with the grant conditions.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 Existing staff resources will be used for the detailed investigation, design and supervision of the schemes identified within the CRSTS CATP programme together with assistance from specialist advisors and/or external support where required.

7.0 RELEVANT RISKS

- 7.1 There are key risks associated with the effective delivery of the Council's CRSTS CATP programme for 2024/25 that are outlined below. These risks will be managed and monitored by an already established CRSTS CATP Board throughout the delivery of the programme, which reports into the Highways and Infrastructure Programme Governance Board and, if necessary, will be reported to the Council's Senior Leadership Team and Members.
- 7.2 Failure to undertake the identified programme of works could result in the Council not meeting its statutory duties as set out in item 5.1 of this report and would also result in failure to support the delivery of the priorities contained within the LCRCA Transport Plan.
- 7.3 The GFA includes conditions relating to deployment of funding resources and performance monitoring and evaluation of CRSTS programme delivery and if the GFA conditions are not met, this could result in the loss or clawback of funding that is likely to lead to reputational damage to the Council.
- 7.4 It is important to highlight that the CRSTS CATP programme includes engineering schemes that are being delivered predominantly to reduce the number and severity of road traffic collision casualties and to provide improved facilities for vulnerable road users such as pedestrians and cyclists. Therefore, this programme seeks to mitigate any highway safety risks in accordance with the hierarchy of road users.
- 7.5 The list of schemes identified in appendices A and B has been prepared with initial cost estimates, however, it should be noted that final schemes will be subject to a further estimate to determine a more accurate cost based upon developed detailed designs and statutory undertakers' works requirements. Further detailed investigations will be required prior to any final scheme being designed and implemented. Some of these schemes may also require the implementation of a traffic regulation order or orders (TRO), and delivery timescales may be impacted by officers attempting to resolve objections to proposals during a consultation period or by the requirement to report back to the appropriate delegated Chief Officer or Committee for approval to proceed.
- 7.6 Failure to adhere to the objectives of the Department for Transport (DfT) National Cycling Strategy 'Gear Change' and associated technical guidance LTN 1/20 may result in the Council failing to meet the standards set by Active Travel England (ATE). ATE will assess the Council's performance with respect to sustainable travel outcomes, particularly cycling and walking, which will be considered as part of the funding allocations. ATE will enforce the standards with the aim of raising performance.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 The Council has a statutory consultation process that is required for the undertaking of work on the adopted highway that specifically relates to the implementation of a TRO, which will require public consultation. Any objections through the TRO process would be considered under the Scheme of Delegation in the Council's Constitution or by the ECET Committee once a level of objections have been reached exceeding the current scheme of delegation number.
- 8.2 Where identified engineering schemes within the programme that do not require a TRO, officers will still engage and consult, where possible with those residents and businesses that are directly affected. However, irrespective of whether the engineering scheme includes a TRO or not, officers will ensure that they engage and consult with all local Members where the engineering scheme is being proposed within their Wards.
- 8.3 The Wirral Active Travel Forum is a formally constituted group which meets quarterly with interested public and private organisations and individuals, to support active travel as a simple, low cost and effective way for people to access life opportunities whilst increasing levels of physical activity in their day-to-day life. This forum will continue to be engaged on engineering schemes where the promotion of active travel is essentially the primary purpose of the proposed scheme. In addition, the Active Travel Members Working Group will also be engaged and consulted with as and when required.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision, or activity.
- 9.2 As part of the development of the Merseyside Local Transport Plan (LTP) 3, a comprehensive Integrated Assessment (IA) was carried out in accordance with Government LTP Guidance. The IA included several assessments, including an Equality Impact Assessment that can demonstrate that there are no negative implications associated with the implementation of these activities on the protected characteristics. The proposed programme of works that supports the CATP programme includes measures to assist the transport needs. The IA that is still relevant can be found at the following address:
<https://democracy.wirral.gov.uk/documents/s50085555/Appendix%20C%20LTP3%20Integrated%20Assessment.pdf>
- 9.3 Whilst there are no equality implications arising from this report, the associated actions arising from the delivery may need to assess any equality issues and mitigate any negative impact that may emerge which will be completed at the earliest possible stage.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The proposed programme of works set out in the report generally have environmental benefits and are aligned with regional and Wirral carbon emission

targets as set out in the LCRCA Five Year Climate Action Plan 2023-2028 and the 'Cool2' Climate Change Strategy for Wirral. Many of the identified schemes are aimed at improving access to the highway network which will help support better air quality across the borough and enable a greater number of journeys to be undertaken by sustainable modes, therefore reducing residents' reliance on the use of private car and reducing carbon emissions.

- 10.2 Increasing cycling and walking will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle as an alternative to the private car, harmful emissions will be reduced. Promoting active travel can result in reduced emissions of Nitrogen Dioxide (NO₂), Particulate Matter (PM) and Carbon Dioxide (CO₂) helping to tackle climate change and improve air quality.
- 10.3 The Gear Change strategy identifies that mode shift to active transport is one of the most cost-effective ways of reducing transport emissions and that meeting the targets to double cycling and increasing walking would lead to savings of £567m annually from air quality alone and prevent 8,300 premature deaths each year in England and provide opportunity to improve green spaces and biodiversity.
- 10.4 The CATP will support the Council's Sport & Physical Activity Strategy in its role alongside all partners to shape and achieve good growth for Wirral; creating great places for people to live, work, learn and enjoy, with active travel solutions linked to walking and cycling, and ensuring Wirral's infrastructure is sustainable for the future. Retaining leisure provision within local communities will all serve to minimise emissions from car usage. The CATP programme also support the Council Plan 'Wirral Working Together' 2023-2027 by working together to protect our environment and play our part in addressing the climate emergency.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 It is considered that the proposed CATP Integrated Transport Block programme for 2023-2027 as set in Appendices A and B helps deliver Wirral's wider Community Wealth Building strategy commitments to deliver a prosperous, inclusive economy that benefits residents and supports the principles of community wealth building. As the schemes move into the delivery phase, all opportunities to secure community wealth and social value through the Council's construction contracts with suppliers will be explored.
- 11.2 The programme supports several key Community Wealth Building aims, including maximising the Wirral Pound – buying locally wherever possible to support local businesses and employment. Evidence shows that making changes that are good for walking and cycling are also good for local businesses. Local people who walk and cycle spend more in local shops than those who drive as they visit more often and cumulatively spend more.
- 11.3 The programme also supports community development, enabling resilient local communities that are more sustainable by protecting the environment, minimising waste and energy consumption and using other resources more efficiently.

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APPENDICES

Appendix A – 2024/25 Combined Authority Transport Plan Capital Programme

Appendix B – 2025-27 Indicative Forward Programme

Appendix C – Local Safety Schemes Annual Review

BACKGROUND PAPERS

Liverpool City Region Combined Authority, Developing a vision for Local Transport Plan 4

[https://liverpoolcityregion-](https://liverpoolcityregion-ca.moderngov.co.uk/documents/s60735/Enc.%201%20for%20Developing%20the%20new%20Local%20Transport%20Plan%20for%20the%20LCR.pdf)

[ca.moderngov.co.uk/documents/s60735/Enc.%201%20for%20Developing%20the%20new%20Local%20Transport%20Plan%20for%20the%20LCR.pdf](https://liverpoolcityregion-ca.moderngov.co.uk/documents/s60735/Enc.%201%20for%20Developing%20the%20new%20Local%20Transport%20Plan%20for%20the%20LCR.pdf)

DfT Road Safety Research Report No.108 ‘*Contribution of Local Safety Schemes to Casualty Reduction.*

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

Liverpool City Region Rights of Way Improvement Plan 2018-2028

[https://api.liverpoolcityregion-ca.gov.uk/wp-](https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/LCRCA_ROWIP_AUG2018.pdf)

[content/uploads/2023/09/LCRCA_ROWIP_AUG2018.pdf](https://api.liverpoolcityregion-ca.gov.uk/wp-content/uploads/2023/09/LCRCA_ROWIP_AUG2018.pdf)

Gear Change, A Bold Vision for Cycling and Walking

<https://assets.publishing.service.gov.uk/media/5f1f59458fa8f53d39c0def9/gear-change-a-bold-vision-for-cycling-and-walking.pdf>

Cycle Infrastructure design (LTN 1/20)

<https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf>

Liverpool City Region Road Safety Strategy

<https://www.merseysidepcc.info/media/uv4px4an/lcr-road-safety-strategy-final.pdf>

TERMS OF REFERENCE

This report is linked to the terms of reference for the Environment, Climate Emergency and Transport Committee, part 5.2 (b, c, and d) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway; in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users, traffic orders and rights of way issues; in relation to parking, including on and off-street parking and civil parking enforcement.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and	16 March 2021

<p>Transport Committee – Combined Authority Transport Plan Programme 2021/22</p> <p>Environment, Climate Emergency and Transport Committee – Road Safety Working Group</p> <p>Environment, Climate Emergency and Transport Committee – Combined Authority Transport Plan Programme 2022/23</p> <p>Environment, Climate Emergency and Transport Committee – Combined Authority Transport Plan Programme 2023/24</p>	<p>16 March 2021</p> <p>1 March 2022</p> <p>14 March 2023</p>
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APPENDIX A – RECOMMENDED CRSTS CATP Programme 2024/25

No	Scheme Type	Location	Ward	Officer Recommendations		Officer comments	Estimated total costs
				Proposed engineering measures	Proposed other measures		
1	Widespread 20mph speed limits – Phases 3 & 4, consultation, design, and implementation	16 separate areas in Phase 3 and 6 separate areas in Phase 4 (various roads)	Multiple Wards	20mph speed limit signage and associated road markings	20mph engagement activities and initiatives. Building on success and lessons learned from Phase 2 schemes.	Statutory consultation required. Report back to ECET Committee for approval to proceed. Engagement/consultation and seek approval for Phases 3 & 4 together in 2024. Start delivery end of 2024/25 and early 2025/26 (subject to approval).	£300,000
2	Local Safety Scheme 2023/24	B5145 Poulton Road between A5088 Mill Lane and B5144 Wheatland Lane, Wallasey	Seacombe	Speed reduction and pedestrian improvements	Promotion of Safer Roads Watch scheme and partnership working	This section of Poulton Road is included within the area-wide 20mph Phase 1. Additional measures required to address collision history.	£150,000
3	Local Safety Scheme 2023/24	A552 Woodchurch Road between B5151 Storeton Road and M53 Slip Road, Woodchurch	Oxton, Prenton	Enhanced speed enforcement / signage measures	Promotion of Safer Roads Watch Scheme and partnership working	Safety camera upgrade / conversion improvements. Provision of safety camera warning signage identified. Engagement with Merseyside Road Safety Camera Partnership required.	£130,000
4	Local Safety Scheme 2023/24	Slatey Road / Grosvenor Road Junction, Birkenhead	Claughton, Oxton	Proposed Junction Improvement		The scheme includes buildouts, a pedestrian refuge and carriageway markings.	£50,000
5	Local Safety Scheme 2023/24	Thurstaston Road / Irby Road, Thurstaston (between Telegraph Road and Thingwall Road)	West Kirby & Thurstaston, Greasy, Frankby & Irby & Pensby Thingwall	Speed Enforcement / signage measures	Promotion of Safer Roads Watch Scheme and partnership working	Enhanced signing and road markings along the extents of the route. Liaise with Merseyside Police over speed enforcement. Thurstaston Road between its junctions with Lyndhurst Road and Thingwall Road is to be 20mph as part of Phase 2 of the programme.	£30,000
6	Local Safety Scheme 2023/24 & 2024/25 (2-year scheme)	Manor Drive, Upton	Upton	Speed reduction, signage, and road marking measures.		Feasibility study undertaken from the CATP programme for 2023/24. Assess monitoring of 20mph speed limits in the area and develop potential scheme of traffic calming measures, signage, and road markings to be investigated.	£150,000
7	Local Safety Scheme 2023/24 & 2024/25 (2-year scheme)	Kings Road / Kings Lane, Bebington (Broadway Roundabout)	Bebington	Pedestrian Improvements at Broadway Roundabout		Assess feasibility and outline design undertaken from the CATP programme for 2023/24. Implementation of scheme in 2024/25.	£100,000
8	Local Safety Scheme 2023/24 & 2024/25 (2-year scheme)	B5136 Church Road / B5137 Spital Road, Spital (Three Stags - Spital Crossroads)	Clatterbridge	Junction Improvement to aid pedestrians		Assess detailed design undertaken within the CATP programme for 2023/24. Construction to start early in 2024/25.	£750,000
9	Local Safety Scheme 2024/25	B5148 Whetstone Lane between A552 Borough Road and Church Road, Birkenhead	Birkenhead & Tranmere	Speed reduction measures, enhanced signing, and road markings	Road safety awareness through educational and publicity initiatives.	Assess monitoring of 20mph speed limits in the area and develop potential speed reduction measures to improve safety in the vicinity of the nearby schools in the area.	£80,000
10	Local Safety Scheme 2024/25	B5138 Thingwall Road East / A551 Barnston Road Roundabout, Thingwall	Pensby & Thingwall	Possible lane reduction / re-configuration		Potential experimental scheme identified from 2023/24 indicative forward programme.	£20,000

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11	Local Safety Scheme 2024/25	B5136 Thornton Common Road between B5151 Willaston Road and Borough Boundary, Thornton Hough	Clatterbridge	Speed reduction measures along route length, including reduced speed limit, improved signage / road markings	Engagement with Merseyside Police to undertake additional enforcement	Proposed 20mph speed limits to be introduced (subject to ECET approval) through the central village of Thornton Hough as part of Phases 3 and 4. Due to these areas being so small and in proximity it is agreed that these 2 areas will be amalgamated.	£150,000
12	Local Safety Scheme 2024/25	Heron Road between B5192 Saughall Massie Road and Acres Road	Hoylake & Meols	A variety of speed reduction measures, including improved signing and road markings	Engagement with Merseyside Police to undertake additional enforcement	Proposed scheme to target the history of loss of control collisions along the route length	£90,000
13	Traffic Management / Active Travel Schemes	Various locations across the borough	Multiple Wards	Traffic management measures such as traffic signs, road markings,	Road safety awareness, through educational and publicity initiatives	Minor remedial measures to improve safety/ease congestion and encourage safe active travel	£150,000
14	Safe Routes to School / School Streets	Various locations across the borough	Multiple Wards	Measures to support safe routes to school and school streets	Road safety awareness, through educational and publicity initiatives	Measures to support School Streets initiatives, however the delivery will depend on school/community 'buy in' and sourcing the additional revenue costs.	£100,000
15	Network Traffic Management / Speed Limit Review	Various 'A', 'B' and strategic 'C' classified roads across the borough	Multiple Wards	Implement any changes in speed limits as appropriate through the outcome of the Speed Limit Review		A review of the existing speed limits on our A, B and strategic C classified roads within the borough is required and any appropriate changes will be implemented over a two-year period in 2024/25 and 2025/26.	£100,000
Page 44	Active Travel	Bebington Liveable Neighbourhood Project	Bebington	High quality public spaces	Additional support for local schools via Road Safety Team Programmes	Awaiting designs and business case development. Final report from Sustrans going to committee later this year. Funding allocated for this year and next year is to support some of the key elements that arises from the Sustrans report.	£150,000
	Pedestrian Access Improvements	Various locations across the borough	Multiple Wards	Pedestrian dropped kerb facilities with tactile paving / pedestrian crossings		Pedestrian facilities focusing on key strategic routes to employment, healthcare, shopping areas, etc and active travel routes.	£200,000
	Public Rights of Way Improvements	Various locations across the borough	Multiple Wards	Surface and Signage Improvements		Various low-cost measures to improve Wirral's footpaths, bridleways and 'Byways Open to All Traffic'	£100,000
	Traffic Signal Improvements	A551 Leasowe Road / Cross Lane / Greenleas Road, Wallasey	Wallasey	Proposed Junction Improvement		Detailed design and consultation with Active Travel England undertaken in 2023/24 CATP programme with construction now scheduled in 2024/25.	£150,000
20	Traffic Signal Improvements	Various locations across the borough	Multiple Wards	Introduction of pedestrian facilities at signal junctions and Urban Traffic Management Control (UTMC) improvements		Traffic signal improvements to ease congestion, improve safety and efficiency, and assist active travel users where possible.	£850,000
Total CRSTS CATP Programme for 2024/25							£3,800,000

APPENDIX B – RECOMMENDED CRSTS CATP Indicative Forward Programme for 2025-27

No	Scheme Type	Location	Ward	Officers Recommendations		Officer comments	Estimated total costs ¹	Proposed delivery year (estimated) ²
				Proposed engineering measures	Proposed other measures			
1	Widespread 20mph speed limits – Phases 3 & 4 implementation	20mph seed limits (various locations)	Multiple Wards	20mph speed limit signage and associated road markings.	20mph engagement activities and initiatives.	The completion onsite of the borough-wide 20mph speed limits for Phases 3 and 4, subject to approval by the ECET Committee following consultation during 2024/25.	£200,000	2025/26
2	Safe Routes to School / School Streets	Various locations across the borough	Multiple Wards	Measures to support safe routes to school and school streets	Road safety awareness, through educational and publicity initiatives	Measures to support School Streets initiatives, numbers and locations to be determined in 2024/25	£100,000	2025/26
3	Local Safety Scheme	B5151 Bidston Road / Townfield Lane Junction, Oxton	Oxton	Junction box markings or turning pocket / road arrows	Investigate phasing of traffic signals	Requires further investigation	£30,000	2025/26
4	Local Safety Scheme	A551 Wallasey Road, Liscard	Liscard	Speed reduction measures / possible static speed camera or mobile speed van enforcement	Speed cushions, though this would require investigating to determine feasibility.	There have been 10 recorded injury collisions during the 5 years in the 30mph section of the route. Wallasey Road (Torrington Road to Seaview Road) is 20mph, part of Phase 1.	£100,000	2025/26
5	Local Safety Scheme	A5027 Upton Road / B5151 Boundary Road Junction, Bidston	Bidston & St James and Cloughton	Improved pedestrian facilities / traffic signals upgrade		There have been 4 recorded injury collisions during the last 5 years. Need to consider the impact on junction capacity as part of the investigation and associated network impacts.	£100,000	2025/26
6	Local Safety Scheme	Downham Road South / Downham Road North, Heswall	Pensby & Thingwall and Heswall	Speed reduction measures (possible traffic calming)	Vehicle activated signs / Safer Roads Watch / mobile speed enforcement	Downham Road North/South are 20mph.	£120,000	2025/26
7	Local Safety Scheme	Park Road West, Park South and Cloughton Road, Birkenhead	Cloughton and Birkenhead & Tranmere	Speed reduction measures along route length / possible static speed cameras or mobile speed van enforcement		There have been 7 recorded injury collisions during the last 5 years on Cloughton Road. Park Road West and South there are an additional 16 recorded road traffic collisions. Consider wider impact from Hind St proposals.	£150,000	2025/26
8	Local Safety Scheme	Various locations across the borough	Multiple Wards	Physical engineering measures to support 20mph speed limits	Road Safety Education, Training and Publicity Initiatives.	Additional engineering measures to support the 20mph limits where required.	£400,000	2025-27
9	Local Safety Scheme	A551 Leasowe Road / Gardenside Roundabout	Leasowe & Moreton East	Junction Improvement		Further investigation required through a feasibility study to understand collision history/contributory factors and identify potential remedial measures.	£20,000	2025-27
10	Traffic Management / Active Travel Schemes	Various locations across the borough	Multiple Wards	Traffic Management / Active Travel Schemes / Safer Routes to School	Road safety awareness, through educational and publicity initiatives	Traffic management measures such as traffic signs, road markings, minor remedial measures to improve safety/ease congestion and encourage safe active travel.	£400,000	2025-27
11	Active Travel	Bebington Liveable Neighbourhood Project	Bebington	High quality public spaces	Additional support for local schools via Road Safety Team programmes.	Awaiting the outcome of the Sustrans report that is being presented to committee in 2024. Funding is being allocated to provide support for some of the key outcomes from the report.	£150,000	2025-27
12	Pedestrian Access Improvements	Various locations across the borough	Multiple Wards	Pedestrian dropped kerb facilities with tactile paving / pedestrian crossings		Measures to support pedestrian access, focusing on key strategic routes to employment, healthcare, shopping areas, schools, etc and active travel routes.	£300,000	2025-27
13	Public Rights of Way	Various locations across the borough	Multiple Wards	Public Rights of Way Improvements		Various low-cost measures to improve Wirral's footpaths, including bridleways and 'Byways Open to All Traffic'	£200,000	2025-27
14	Traffic Signal Improvements	Various locations across the borough	Multiple Wards	Introduction of pedestrian facilities at signal junctions and Urban Traffic Control (UTC) improvements		Traffic signal improvements to ease congestion, improve safety and efficiency, and assist active travel users where possible.	£1,550,000	2025-27

1. Approximate indicative project delivery costs, inclusive of construction works where recommended and all associated costs. Any approved scheme will require re-estimation as design proceeds.

2. Indicative CRSTS Combined Authority Transport Plan budget allocation for 2025/26 and 2026/27.

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APPENDIX C – LOCAL SAFETY SCHEMES Annual Review up to Feb 2023

No	Location	Ward	Brief details of officer review or customer request(s) received	Number of requests / petitions	Number of personal injury collisions (5-year period)	Officers Recommendations		Officer comments	Further Action
						Possible engineering measures	Possible other measures		
1	A551 Leasowe Road, Leasowe (Full length)	Wallasey, Leasowe & Moreton East	Traffic calming measures and traffic signals at Gardenside and Mosslands Drive	Many	35	Speed reduction measures (Reduced speed limit, cushions, signing, etc). Traffic signals at appropriate junctions.	Vehicle activated signs. Safer Roads Watch Community involvement / speed enforcement	20mph speed limit introduced as part of Phase 1 on Leasowe Road between Wallasey Village and Greenleas Road. This main route is a dual carriageway and the 20mph speed limit is under review to determine whether 20mph is deemed appropriate for this road.	Further investigation. Gardenside Jnc included within indicative forward programme.
2	B5138 Pensby Road, Pensby	Pensby & Thingwall	Speed cushions	5	17	Speed reduction measures (cushions, signing, etc)	Vehicle activated signs. Safer Roads Watch Community involvement Mobile speed enforcement at various locations	20mph speed limit is proposed for Pensby Road between Richmond Way and Kingsley Close as part of Phase 2 of the programme. This road is classed as a main distributor road and is currently under review to determine whether 20mph is deemed appropriate.	Further investigation. Wait for outcome of 20mph strategic roads review.
3	B5151 Mount Road, Higher Bebington between Lever Causeway and M53 roundabout – Jnc 4	Bebington	Traffic calming measures and crossings	4	13	Pedestrian refuges / speed cushions	Vehicle activated speed signs / speed enforcement.	3 petitions for pedestrian crossings. One location (near to Bracken Lane/Red Hill Road) currently under review with Design & Commissioning Team	Further investigation to determine if/what feasible engineering measures can be done.
4	Rock Lane West, Rock Ferry (Highfield Road & Queens Road Junctions)	Rock Ferry	Speed cushions	1	8	Junction box markings or turning pocket / road arrows		Collisions are at Highfield Road and Queens Road junctions.	Further investigation required.
5	Tollemache Road, Bidston	Bidston & St James, Claughton	Speed cushions	3	7	Speed reduction measures (cushions, signing, etc)	Vehicle activated signs. Safer Roads Watch Community involvement Mobile speed enforcement.	Many complaints of speeding. Tollemache Road between Hoylake Road and Upton Road is included within Phase 2 of the 20mph programme.	Liaise with Police over speed enforcement and consider additional measures for 20mph scheme.
6	Greenbank Road, West Kirby	West Kirby & Thurstaston	Pedestrian crossing and speed cushions	1	6	Pedestrian refuges / raised puffin crossing/tables/speed cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Greenbank Road is now 20mph as part of Phase 1 of the programme.	Monitor effects of 20mph and consider additional measures if required.
7	Bidston Village Road, Birkenhead M53 to Hoylake Road	Bidston & St James	Road Safety Improvements	1	5	Signage & road marking improvements Refuges	Speed warning signs	Need to understand the cause and nature of the recorded injury collisions.	Further investigation required.
8	A554 Church Road, Wallasey	Seacombe	Request for parking restrictions (Double Yellow Lines) to be extended on bend outside Singhburi's shop	1	5	Extension of existing parking restrictions	Bollards	Island for cyclists makes it more difficult to pass illegally parked cars on existing restrictions. Bollards may not ease the situation. Recommend extended waiting restrictions and more enforcement.	Assess site and consider extension of parking restrictions.

9	B5192 Saughall Massie Road - whole length, Newton	Moreton West & Saughall Massie, Hoylake & Meols, West Kirby & Thurstaston	Traffic calming measures	3	5	Average speed cameras	Speed limit reduction / chevrons	Add to speed management review for A and B rural roads.	Review location as part of the speed management review for A & B roads.
10	B5145 Breck Road, Poulton	Liscard	Puffin crossing	1	4	Upgrade refuge to a puffin directly outside the school	Modeshift etc / school streets scheme	Puffin crossing and two large refuges already outside Weatherhead High School).	Assess site in more detail and include within pedestrian crossing review.
11	Fishers Lane, Pensby	Pensby & Thingwall	Speed cushions	3	4	Speed cushions	Vehicle activated signs. Safer Roads Watch Community involvement, Mobile speed enforcement	20mph speed limit to be introduced as part of Phase 2 of the programme.	Monitor effects of 20mph and consider additional measures if required
12	Manor Drive, Upton	Upton	Request for a crossing with facilities for partially sighted to cross Manor Drive to Ford Road.	1	4	Upgrade signalised junction to provide pedestrian facilities on all crossing points.	Puffin crossing inset into Manor Drive	Manor Drive is in the CATP programme for delivery 2024/25, consider this request as part of the proposed measures. No pedestrian collisions at the junction.	Manor Drive is included as a LSS within the CATP 24/24 programme.
13	B5148 Whetstone Lane, Birkenhead	Birkenhead & Tranmere	Residents via a Ward Cllr want Zebra crossing by alley that links Raffles Road to Whetstone Lane to cross Whetstone Lane at that location.	1	3	Zebra crossing	Refuge	Very limited locations available for a crossing due to location of driveways, requested location may not be possible.	Assess site in more detail and consider as part of the pedestrian crossing review.
14	A41 New Chester Road/ Mill Road/Magazine Road Junction, Bromborough	Bromborough	Junction improvements	1	3	Upgrade Puffin to a Toucan	None	Cyclists can use the puffin as well as pedestrians - (existing large cage)	Assess part of pedestrian crossing review.
15	Storeton Lane / Station Road, Barnston	Pensby & Thingwall, Clatterbridge, Bebington	Speed activated sign southbound	Numerous	3	Speed limit reduction from National speed limit to 50mph on Station Road	Extend 30mph speed limit further north	Mobile speed camera site in place for northbound traffic. Many requests from Safer Roads Watch group to have 30mph extended.	Consider if VAS is suitable and assess speed limit.
16	B5136 Neston Road, Thornton Hough	Clatterbridge	Wants speed limit reduction, 60mph to 30mph	2	3	Speed management review	Average speed cameras	This section is being considered along the route length with Thornton Common Road that is has been identified within the CATP programme for 2024/25.	This will be picked up within the LSS for 2024/25.
17	Cliff Road / Station Road Junction, Wallasey	Liscard	Junction improvement / traffic signals	2	2	Refuge	Improved signs and lines / build outs	Cliff Road and Station Road are existing 20mph roads. Traffic signals not deemed suitable for this type of residential area.	No further action, monitor collision record.
18	Claremount Road, Wallasey	Wallasey	Request for traffic calming measures	1	2	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	20mph introduced in Phase 1 of the programme.	Monitor effects of 20mph and consider additional measures if required

19	Whitehouse Lane, Barnston	Heswall, Clatterbridge	Lower speed limit	1	2	Assess through Speed Management Review.	Vehicle speed activated signage	Add to future speed management review	Include within speed management review
20	Mill Lane, Greasby	Greasby, Frankby & Irby	speed cushions	1	2	Speed cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Mill Lane is scheduled to be included in Phase 4 of the 20mph programme, subject to ECET Committee approval.	This location will benefit from 20mph in Phase 4 and therefore improve the existing situation
21	Birket Avenue, Leasowe	Leasowe & Moreton East	Traffic calming measures	1	2	Speed cushions	Pedestrian refuges.	Additional slow road markings and 20mph repeater signs have been ordered for the Phase 1 scheme.	Measures already identified.
22	New Ferry Road, New Ferry	Bromborough	Speed humps	2	2	Speed cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	New Ferry Road is scheduled to be included in Phase 3 of the 20mph programme, subject to ECET Committee approval.	This location will benefit from 20mph in Phase 3 and therefore improve the existing situation
22	Rose Mount, Oxton	Oxton	One-way road	1	2	One-way system	None	Narrow road with limited driveways.	No further action, monitor collision record.
23	Overchurch Road, Saughall Massie	Moreton West & Saughall Massie	Speed cushions	1	2	Speed cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Allegations of rat running and speeding, liaise with Merseyside Police with regards to speed complaints.	No further action, liaise with Police with regards to speeding.
24	Shrewsbury Road, Oxton, between Gerald Road and Balls Road	Oxton	Requests puffin crossing	2	1	Puffin crossing and waiting restrictions around Birkenhead Prep School	Refuge	Low number of collisions, recommend no scheme or only consider a refuge	Review location within pedestrian crossing review
25	A540 Meols Drive, Hoylake	Hoylake & Meols	Pedestrian refuge near house No 90 Meols Drive, West Kirby Primary School.	2	1	Refuge	puffin crossing	Pedestrian crossing survey required / low number of collisions	Review location within pedestrian crossing review
26	A5137 Brimstage Road, Brimstage by Nursery at end of 50mph speed restriction	Clatterbridge	Puffin crossing	2	1	Puffin Crossing	Speed limit Review	Site constraints / speed limit and bend restrict provision of a crossing.	Review location within pedestrian crossing review
27	Canterbury, Annesley, Sherwood and Silverbeech Roads, Poulton	Seacombe	One-way road system	1	1	One-way system	Road closures / waiting restrictions.	These roads will be subject to 20mph as part of Phase 2 of the programme. Low collision numbers to justify one way road. Likely to cause inconvenience to residents leading to objections.	No further action, monitor effects of 20mph scheme.
28	Saughall Road, Saughall Massie	Moreton West & Saughall Massie	Request for speed reduction measures	1	1	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Saughall Road between its junctions with Hoylake Road and Ainsworth Road is included within Phase 2 of the 20mph programme.	No further action, monitor effects of 20mph scheme.
29	Kings Road, Higher Bebington	Bebington	Request for speed reduction measures	1	1	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement	Not enough collisions to justify traffic calming measures.	No further action, monitor collision record.

30	Highfield Road/Highfield South/Rock Lane West Junction, Rock Ferry	Rock Ferry	Request for stop sign and parking restrictions (Double Yellow Lines).	1	1	Stop sign or extend give way lines	Double Yellow Lines	Borderline compliance with stop line requirements on visibility splay.	Assess site to determine if parking restrictions are required.
31	Graham Road, West Kirby	Hoylake & Meols	Request for waiting restrictions	3	1	Parking restrictions (Double Yellow Lines)	Residents parking Schools streets	Consider waiting restrictions due to narrow road. Surveys required. Narrow section of road as school buses cannot get through, damage to his cars.	A TRO is being progressed with ongoing discussions/site work. Expected delivery in 2024.
32	Gills Lane / Barnston Road	Pensby & Thingwall	Reduction in speed limit	2	1	Investigate through Speed Managements Review	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Consider location as part of the speed management review for A and B rural roads.	Location included in the A and B Speed Management Review due rural nature of Gills Lane.
33	Arrowe Road / Arrowe Brook Road/ Brook Lane, Upton	Greasby, Frankby & Irby.	Mini-roundabout or other junction improvements and speed limit reduction all 3 roads	1	1	Traffic Signals / Mini roundabout/ Speed Management Review for all 3 roads.	Humps/cushions on approaches	Possible land ownership issues at this junction.	No further action, continue to monitor collision record.
34	Parkhill Road, Tranmere	Prenton	Request for parking restrictions, complaints from Biffa gaining access due to on-street parking	1	1	Parking restrictions (Double Yellow Lines)	Residents parking	Already traffic calmed. Consider restrictions if complaints from Biffa continue	Assess site to determine if parking restrictions are required.
35	Thornton Road, Higher Bebington	Bebington, Rock Ferry	Speed reduction measures	1	1	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Thornton Road is included in Phase 2 of the 20mph programme.	No further action, monitor effects of 20mph scheme.
36	Shrewsbury Road, Oxton by Gerald Road mini roundabout	Oxton	Roundabout improvements	2	1	Signals	Signing and road marking improvements	Mini roundabout is in accordance with Design Standards. Good collision record.	No further action, continue to monitor.
37	St Peters Road, Rock Ferry	Rock Ferry	speed cushions	1	1	Speed cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	St Peters Road is scheduled to be included in Phase 3 of the 20mph programme, subject to ECET Committee approval.	This location will benefit from 20mph in Phase 3 and therefore improve the existing situation
38	Sumner Road, Claughton	Bidston & St James, Claughton	Traffic calming measures	1	1	Speed cushions	Vehicle activated signs. Safer Roads Watch Community involvement	Sumner Road is included in Phase 2 of the 20mph programme.	No further action, monitor effects of 20mph scheme.
39	A551 Barnston Road, Barnston	Pensby & Thingwall	Puffin crossing	1	1	Puffin o/s The Bassett Hound Pub	Refuge	Good collision record at this location, though it will be reviewed with other requests for pedestrian improvements.	Review location within pedestrian crossing review
40	Frankby Road, slip road near Pump Lane, Frankby	Greasby, Frankby & Irby	Humps / restrictions to stop rat running	1	1	Road closure	Speed cushions	Alleged rat running occurring	No further action, continue to monitor.

41	A540 Telegraph Road, Thurstaston	West Kirby & Thurstaston	Pedestrian crossing outside exit of Caldy Rugby Club	1	1	Refuge and children crossing / playground plate warning signs / slow road markings	Puffin crossing	Request for a refuge so children can cross from playing fields to opposite playing fields.	Review location within pedestrian crossing review
42	A553 Market Street / Birkenhead Road, junction Hoylake	Hoylake & Meols	Pedestrian crossing	1	1	Refuges/raised crossing/tables/humps	Puffin crossing	Good collision record at this location, though it will be reviewed with other requests for pedestrian improvements.	Review location within pedestrian crossing review
43	A551 Barnston Road, Barnston, section from Holmwood Drive to Storeton Lane	Pensby & Thingwall	Footpath / wider road and speed reduction	1	1	Include in future speed management review	Warning signs of narrow road. Vehicle activated signs. Safer Roads Watch. Community involvement Speed enforcement	Cannot widen road or provide footway. Location has good collision record/	No further action, continue to monitor
44	Wexford Road, Oxton	Oxton	Speed humps	2	1	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch	Many 'damage only' incidents, speeding. 20mph speed limit introduced as part of Phase 1 of the programme.	No further action, monitor effects of 20mph scheme.
45	Wood Lane / Cortsway West Junction, Greasby	Greasby, Frankby & Irby	Junction improvement	1	0	Traffic calming on Cortsway West	Improved signs and lines at junction to stop overshooting the junction.	No collisions, damage only incident due to skidding on ice. Location has good collision record.	No further action, continue to monitor,
46	Ennerdale Road, Prenton junction with Woodchurch Road	Prenton, Oxton	Keep clear road markings	1	0	Keep clear marking	none	This could be incorporated as part of the Woodchurch Road scheme 2023 and other junctions where a puffin crossing is causing tailbacks across a junction.	Consider measures as part of the LSS 2023/24 scheme.
47	Woodchurch Road at access to substation and 18 Woodchurch Road	Oxton,	Keep clear road markings	1	0	Keep clear marking	none	This could be incorporated as part of the Woodchurch Road scheme 2023 that is carried over into 24/25 and other junctions where a puffin crossing is causing tailbacks across a junction.	Consider measures as part of the LSS 2023/24 scheme.
48	Carlton Road and Albert Road, Birkenhead	Birkenhead & Tranmere	Request for speed reduction measures	1	0	Traffic calming	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	These roads were included in Phase 1 of the 20mph programme. Location has a good collision record.	No further action, monitor effects of 20mph scheme.
49	Ravenswood Ave, Rock Ferry	Rock Ferry	Request for speed reduction measures	1	0	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	This road was included in Phase 1 of the 20mph programme. Location has good collision record.	No further action, monitor effects of 20mph scheme.
50	A554 Seabank Road, Egremont, near Mariners Park	Liscard	Pedestrian crossing	1	0	Crossing	Refuge	There is an existing pedestrian refuge nearby at Maddock Road. Location has a good collision record.	Review location within pedestrian crossing review
51	A553 Laird Street, Birkenhead outside Medical Centre	Bidston & St James	Pedestrian crossing	2	0	Puffin Crossing	Zebra crossing	No collisions outside Medical Centre and pedestrian refuge is located close by to medical centre.	Review location within pedestrian crossing review
52	A540 Chester Road, Gayton near Queensway, and Boat house Lane	Heswall	Pedestrian crossing (refuge)	1	0	Refuge	Puffin crossing	School users use the bus stops here. Location has a good collision record.	Review location within pedestrian crossing review
53	Wellington Road / Gerald Road junction, Oxton	Oxton	One way road for Wellington Road to avoid exiting roundabout	1	0	Signals (too expensive and no justification based on collision record)	Highlight roundabout with improved signing and lining.	No collisions recommend no further action.	Continue to monitor collision record through annual review.

54	Delavor Road, Heswall	Heswall	Speed reduction measures	1	0	Humps / cushions	Vehicle activated signs. Safer Roads Watch	Delavor Road was included in Phase 1 of the 20mph programme. Location has good collision record.	No further action, continue to monitor effects of 20mph
55	Doncaster Drive, Upton	Upton	Parking restrictions and speed reduction measures	1	0	Humps / waiting restrictions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Doncaster Drive in included within Phase 2 of the 20mph programme. Location has a good collision record.	Monitor effects of 20mh when implemented. Assess parking issues.
56	Mount Pleasant, Oxton	Oxton	Waiting restrictions due to school parking	1	0	Waiting restrictions	School Streets	Parking surveys required. Location has good collision record.	Undertake site visit and assess parking issues
57	Well Lane / Telegraph Road, Gayton	Heswall	Highway safety concerns / wide crossing	Several	0	Reduce bell mouth width to provide a shorter crossing and dropped kerbs /tactile paving	Zebra inset into Well Lane	No recorded injury collisions in 50m radius however Well Lane has a wide bell mouth and may be difficult for elderly pedestrians crossing.	No further action, location has good collision record.
58	B5143 Rowson Street / St Georges Mount, New Brighton	New Brighton	Request for junction protection (Double Yellow Lines) to improve visibility	1	0	Standard parking restrictions	None	Recommend restrictions to improve visibility. Location has good collision record.	Undertake site visit and assess parking issues.
59	A540 Chester High Road, Gayton	Heswall	Speed limit reduction on approach to Heswall	1	0	Reduce speed limit	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Investigate through future speed management review	Location included in the A and B Speed Management Review.
60	Dawstone Road, Heswall	Heswall	Request for speed reduction measures	1	0	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Dawstone Road was included in Phase 1 of the 20mph programme. Location has good collision record.	No further action at the present time, monitor effects of 20mph speed limit.
61	Garden Hey Road, Saughall Massie	Moreton West & Saughall Massie	Request for speed reduction measures	1	0	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Garden Hey Road is included in Phase 2 of the 20mph programme. Location has good collision record.	No further action at the present time, monitor effects of 20mph speed limit.
62	Poll Hill Road, Heswall	Heswall	Request for speed reduction measures / one way road	4	0	In Phase 2 the of 20mph programme	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	One-way road will increase speeds. Location has good collision record.	No further action at the present time, monitor effects of 20mph speed limit.
63	Netherton Road, Moreton	Moreton West & Saughall Massie	Request for speed reduction measures	1	0	Already 20mph and has road humps	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Location has good collision record and already benefits from 20mph and road humps.	No further action.
64	Dee Park Road, Gayton	Heswall	Request for traffic calming measures	1	0	Already 20 mph in Phase 1	Vehicle activated signs. Safer Roads Watch Community involvement	Will be monitored through 20 mph monitoring in future. Location has good collision record.	No further action.

65	Ben Nevis Road, Tranmere	Prenton	One-way road	1	0	One-way to ease congestion	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	No justification. It will inconvenience residents. One way increases vehicle speeds. Parked vehicles slow down drivers. Location has good collision record.	No further action.
66	St. Georges Road, Wallasey	Wallasey	Speed reduction measures	1	0	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	St Georges Road was included in Phase 1 of the 20mph programme.	No further action at the present time, monitor effects of 20mph speed limit.
67	Junction of Oteley Avenue and The Rake, Bromborough	Bromborough	Request for parking restriction (Double Yellow Lines)	1	0	Standard junction protection	Bollards	No collisions, no justification based on collision record	No further action.
68	A5139 Dock Road / Oakdale Road, Birkenhead	Seacombe	Request for parking restrictions (Double Yellow Lines) at junction and along Oakdale Road	1	0	Double Yellow Lines as requested	Explore if parking can be accommodated by industrial units on Millers Quay Development	Narrow road heavily parked up and pavement parking. Location has a good collision record.	Undertake site visit and assess parking issues.
69	Manor Lane, Egremont	New Brighton, Liscard	Speed reduction measures	1	0	Humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Part of Manor Lane became 20mph within Phase 1 of the programme. The remaining part will be introduced within Phase 2. Location has good collision record.	No further action at the present time, monitor effects of 20mph speed limit.
70	Welton Road, Bromborough	Bromborough	Puffin crossing	4	0	Puffin crossing	Refuge	From Asda to bus stop on Welton Road. Location has good collision record.	Review location within pedestrian crossing review
71	B5137 Spital Road, Bromborough	Bromborough	Pedestrian crossing	1	0	Puffin crossing	Refuge	No room for a crossing, no footway. Location has good collision record	Review location within pedestrian crossing review
72	B5151 Ingestre Road, Oxton	Oxton	Pedestrian crossing towards the Arno	1	0	Puffin crossing	Refuge	Location has good collision record.	Review location within pedestrian crossing review
73	Wakefield Drive, Leasowe	Leasowe & Moreton East	Traffic calming measures	1	0	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Narrow road heavily parked up and pavement parking. Already 20mph. Location already has a good collision record, traffic calming measures not justified.	No further action, continue to monitor collision record
74	A41 New Chester Road opposite McDonald's	Bromborough	Puffin crossing	1	0	Puffin crossing	Refuge	Signals allowing pedestrians to cross nearby. Location has a good collision record.	Review location within pedestrian crossing review.
75	Mendip Road, Prenton	Prenton	Traffic calming measures	1	0	Speed reduction measures	20mph in 2024 Phase 2 of the programme	Monitor through 20mph scheme monitoring. Location has a good collision, traffic calming measures not justified.	No further action, continue to monitor collision record.
76	Palmerston Road, Wallasey	Liscard	Traffic calming measures	1	0	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Monitor through 20mph scheme monitoring. Location has a good collision record, traffic calming measures not justified.	No further action, continue to monitor collision record.

77	Greenway, Bromborough	Bromborough	Traffic calming measures	1	0	Speed humps / cushions	Safer Roads Watch Community involvement	Very short road. Already 20mph, monitor. Location has a good collision record, traffic calming measures not justified.	No further action, continue to monitor collision record.
78	Kenilworth Drive, Pensby	Pensby & Thingwall	Traffic calming measures	1	0	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch	Already a 20mph zone, monitor. Location has a good collision record, traffic calming measures not justified.	No further action, continue to monitor collision record.
79	Kentmere Drive, Pensby	Pensby & Thingwall	Traffic calming measures	1	0	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Monitor through 20mph scheme monitoring. Location has a good collision record, traffic calming measures not justified.	No further action, continue to monitor collision record and 20mph speed limit.
80	Quarry Road East and West, Heswall	Heswall	Traffic calming measures	1	0	Speed humps / cushions	Vehicle activated signs. Safer Roads Watch Community involvement Speed enforcement	Monitor through 20mph scheme monitoring. Location has a good collision record, traffic calming measures not justified.	No further action, continue to monitor collision record and 20mph speed limit.
81	Saughall Massie Lane, Upton	Upton	Pedestrian crossing outside the school	1	0	Crossing / School Crossing Patrol	Work with the school	Road is not wide enough for a refuge. Location has a good collision record.	Review location within pedestrian crossing review.
82	Fornalls Green Lane, Meols	Hoylake & Meols	Speed humps at narrow section	1	0	Speed humps before narrow section and on narrow section.	Road narrows signage and slows	Fornalls Green Lane is included within Phase 2 of the 20mph programme.	No further action, continue to monitor collision record and 20mph speed limit.
83	Egerton Road, Claughton	Claughton	Pedestrian crossing	1	0	Refuges / raised puffin crossing	Vehicle activated signs. Safer Roads Watch Community involvement	Road already has speed cushions and is included within 20mph Phase 1. Location has a good collision record.	Review location within pedestrian crossing review.
84	Heron Road / Birkenhead Road Junction, Meols	Hoylake & Meols	Junction improvements	1	0	Illuminated no entry signs / keep left bollard	Tighten exit of Heron Road	Allegations of drivers turning right into Heron Road on wrong side of junction into oncoming traffic. Location has good collision record.	No further action, continue to monitor collision record
85	Welton Road, Bromborough (Retail Park)	Bromborough	Pedestrian crossing	1	0	Puffin crossing	Pedestrian crossing flashing warning signs	Wants a crossing between Asda and Boots. Location. Has a good collision record.	Review location within pedestrian crossing review.
86	Massey Park, Liscard	Liscard	Speed humps	1	0	High fence around public green space with a build out crossing place	Speed humps / crossing / signage	Green space used by young children, no footway on one side, masking issues due to parked cars alongside green space, allegations of many near misses. This is NOT a playground so cannot use children crossing sign.	No further action, continue to monitor collision record.
87	Greenwood Lane, narrow 'alley' section, Liscard	Liscard	Speed humps	1	0	Speed humps / cushions	One-way / road closure	Allegations of rat running. Garage access and waste collection required so cannot close ally. Location. Has good collision record.	No further action, continue to monitor collision record.
88	Greenleas Road / Bayswater Road, Wallasey	Wallasey	Speed cushions	1	0	Speed cushions / cushions	Vehicle activated signs. Safer Roads Watch Community involvement/mobile speed enforcement	No recorded injury collisions in 5 years however regular complaints of speeding from one resident	No further action, monitor effects of 20mph speed limit.

89	China Farm Lane	West Kirby & Thurstaston	Speed cushions	3	0	Speed cushions	Include in future speed management review	No recorded collisions at junction or along China Farm Lane. China Farm Lane being investigated for potential 20 mph extension due to petition.	Review currently ongoing for 20mph extension.
90	Bessborough Road, Oxton	Oxton	Speed cushions	1	0	Speed cushions / cushions	Vehicle activated speed signs / speed enforcement.	Already 20mph, monitor through 20 mph review. Location has a good collision record.	No further action, continue to monitor collision record.

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 12 March 2024

REPORT TITLE:	CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2024/25
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report requests approval for the disbursement of grant funding from the Liverpool City Region Combined Authority's (LCRCA) City Region Sustainable Transport Settlement (CRSTS) for 2024/25 into the Council's Capital Programme for Highways Structural Maintenance and Bridge Maintenance. The report also recommends acceptance of an indicative highway condition matrix that will be used to inform future programme investment decisions.

The Report supports the delivery of the Council Plan: Wirral Working Together 2023-27, specifically the themes: Safe Resilient and engaged communities, Protect our environment, people focussed regeneration and promoting independence and healthier lives.

The services carried out under this programme of work will take place across all wards in the borough.

This decision is a Key Decision because of the value of the programme of works and the matter affects all wards.

RECOMMENDATIONS

The Environment, Climate Emergency and Transport Committee is requested to approve:

1. the proposed programme of works for Wirral's Carriageways, Footway Improvements and Bridge Maintenance for 2024/25, using any relevant grant funding allocated to the Council by the Liverpool City Region Combined Authority in the City Region Sustainable Transport Settlement - Highways Structural Maintenance allocation, and the spending of the associated grant funding on these works, once accepted by the Council's Section 151 Officer, as set out in Appendix 2 to this report;
2. the indicative Red, Amber, Green - rated highway network condition matrix as set out in Appendix 3 to this report, to be used by the Director of Neighbourhood Services as

one of the decision tools when developing the Council's highway structural maintenance programmes;

3. that the Director of Neighbourhood Services be authorised to revise or amend the delivery or implementation of the work programmes, as deemed necessary, having due regard for the available resources and applicable risk-based prioritisation of locations selected for intervention and treatment, in consultation with the Chair and Party Spokespersons of the Environment, Climate Emergency and Transport Committee; and
4. that the Director of Law and Corporate Services be authorised to negotiate and finalise any grant funding agreements on behalf of the council, amongst the relevant subject areas over the next 3 years, as set out in Appendix 1 to this report and for any additional grant funding received during this period relevant to the subject area.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 The recommendations within this report are designed to ensure that the council can comply with its statutory duty, to maintain the public highway in Wirral, as set out in the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000, and the Traffic Management Act 2004.
- 1.2 An element of this funding will be specifically allocated to the Council for delivery of schemes on the Liverpool City Region's Key Route Network, supporting the council's main strategic routes providing links to economic growth and regeneration sites, and cannot be used for any other purpose. The council will inevitably incur risk reputational damage should it not accept funding specifically allocated to invest in the Key Route Network.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Committee could decide to not utilise the grant funding offered. This is not considered to be an appropriate option given that the programme identified within this report enables the Council to comply with its statutory duties.

3.0 BACKGROUND INFORMATION

- 3.1 The Environment, Climate Emergency and Transport Committee on 21 July 2022 (approved the grant funding allocated to Wirral Council in the City Region Sustainable Transport Settlement (CRSTS) Combined Authority Transport Plan programme (Highways Structural Maintenance) amongst the relevant subject areas over the next 3 years, as set out in Appendix 1 to this report.
- 3.2 The grant funding anticipated for 2024/25 is £4,150,000 with a further £745,000 for bridge maintenance works. This is higher than the £535,000 that the Council received in 2023/24 but lower than proposed settlements for the remaining two-years of the CRSTS. This increase is to fund two schemes Upton Road Culvert Sealing / Waterproofing and Moreton Road Bridge Refurbishment. Allocation of a further £1,000,000 for 2024/25 ring-fenced to the Key Route Network is also expected to be confirmed, making a total of £5,895,000 anticipated grant funding for 2024-25, all as set out at Appendix 1 to this report in table 1. Further Pothole funding received from the DfT during 2023/24 amounting to £764,771 and £546,730 is also set out at Appendix 1 to this report in table 1. Further, as yet unconfirmed, specific allocations are expected in 2024/25 and 2025/26 through the LCRCA relating to government-funded initiatives to support investment in the national road network. All of the current five-year CRSTS settlement, based on bids submitted during 2020/21, is indicative until final allocation by LCRCA, and is conditional on the Council adequately delivering its 2024/25 programme and providing regular and acceptable monitoring reports to the LCRCA.
- 3.3 The proposed programme for Carriageway and Footway Improvements for 2024/25 is included at Appendix 2 to this report This takes account of current anticipated grant allocation and the current network condition, feedback from ward Members and

risk-based prioritisation. This proposed programme of works shows an increase in network coverage from 195 roads/locations in 2023/24 to approximately 350 roads/locations 2024/25 due to increase in funds and use of surface treatments. carbon. The works will take place between April 2024 and March 2025 at times when the least network impact effects may be experienced. It should be noted that some roads not listed in Appendix 2 may also receive advanced works, such as pre-patching, for 2025/26 resurfacing, or other maintenance activity outside this programme during 2024/25.

- 3.4 An indicative three-year network condition matrix has also been developed following analysis of recent network condition data from survey data from Autumn 2022 and is set out in Appendix 3 to this report. The Environment, Climate Emergency and Transport Committee on 21 July 2022 approved this matrix, which indicates the likely numbers and locations of roads and footways which will receive re-surfacing, surface treatments and reconstruction works during this period. The most recent 2023 condition data is still being processed by officers, and once assessed the matrix will be revised and will help inform future programmes of work and the defrayment of any additional funding received. In the meantime, it should be noted that some of the roads highlighted 'R' Red may have already been repaired in 2023/24.
- 3.5 This matrix is an indicative guide only and presented in a RAG rating basis where 'G' Green indicates a likelihood of no significant maintenance interventions, within the next two three years; 'A' Amber equates to a likelihood that significant maintenance interventions will take place within the next three years, subject to resources, but probably in the final year of the five-year settlement period and 'R' Red indicates that significant maintenance interventions are proposed within the next two years (i.e. the current financial year, or in 2025/26). Where roads are classified as 'A' or 'G' this will not preclude them from consideration of reactive repairs including patching and repair of actionable defects such as trip hazards and potholes in the shorter term where necessary.
- 3.6 Work is ongoing on the lifecycle plans for Highways and Infrastructure, these are long term plans covering the next 30 years, looking the maintenance requirements of a whole range of highway assets, and the potential impacts of future growth, developments, climate, and financial sustainability to maintain the network. As part of that sustainable approach this programme supports change from being reactive to planned in the whole approach to how highway maintenance operations are carried out in line with the council's Highway Infrastructure Asset Management Strategy. Increasing surface treatments in surfacing and patching, not only allows a more cost-effective sustainable approach to maintenance, but using thin layer materials, reduces waste and significantly lowers the carbon impact.
- 3.7 The general condition of the council's road network remains good and the condition performance data reported to this Committee indicates that classified A and B roads have been maintained within a steady state in recent years. However, the condition of the unclassified network has slowly deteriorated year on year. This is due to a continued under investment running at approximately £1.0 million to £1.2 million a year. As part of the preparation for the bidding of the CRSTS 2 funding, for which we expect to receive guidance later this year, officers are working on modelling scenarios which will indicate the relative impacts of funding levels on the network over the next 10 to 20 years. Officers will consider what levels of funding would be

needed to arrest the deterioration and what levels would be needed to improve the network condition to good or excellent across all respective road classifications. This modelling will be presented to Members by briefing note before the CRSTS 2 bidding process starts, which we anticipate will be before end of the current calendar year.

4.0 FINANCIAL IMPLICATIONS

- 4.1 All schemes as set out in the programme at Appendix 2 to this report are to be funded from Wirral Council's CRSTS Highways Maintenance allocation for 2024/25 which is £5,895,000. This is one component of the CRSTS grant and must be used 'in year' to fund highways maintenance improvement schemes only. Additional DfT Highways Funding Pothole Fund £764,771 and a further DfT Highways Funding Pothole Fund £546,730 is proposed for inclusion in the council's Capital Programme for 2024/25 making a total of £7,206,501.
- 4.2 The activity relating to the remaining years 4 and 5 of the CRSTS programme noted in this report will subsequently be progressed through the approval processes for this Committee and the Council's Capital Programme.
- 4.3 Grant-funded planned works investment in the highway network will help mitigate future reactive maintenance interventions and help control revenue budget pressures.

5.0 LEGAL IMPLICATIONS

- 5.1 Section 41 of the Highways Act 1980 imposes a duty on the council, as Highway Authority, to maintain highways at the public expense. The Council also has a devolved duty to maintain and improve Liverpool's City Region's Key Route Network in accordance with Section 6 of the Highways Act 1980.
- 5.2 Part 3 Section C of the constitution provides that express delegation is given to the Section 151 Officer to accept grant funding. This is subject to a requirement to report the acceptance of the grant funding to the appropriate Committee.
- 5.3 A grant funding agreement will need to be executed between the council and the LCRC for funding allocated through the CRSTS programme for 2024/25. Following scheme delivery, the Section 151 Officer will be required to sign a declaration confirming that the relevant grant funding agreement funding was appropriately defrayed in accordance with the grant conditions.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 Existing staff resources will be used for the delivery of the programme. Highway maintenance activity will be carried out through the Highways Service delivery model approved by this Committee on 16 March 2021, or discrete contracts procured in accordance with the council's Contract Procedure Rules, as appropriate.
- 6.2 Preventative maintenance to highway assets will increase their residual life and asset value, and spending is targeted to maintain carriageway condition indicators.

7.0 RELEVANT RISKS

- 7.1 Failure to undertake the identified programme of works could result in the Council not meeting its statutory duties as set out in the Highways Act 1980.
- 7.2 The highway network is continuing to deteriorating. Hence, without an effective structural maintenance programme targeted towards the highest priority locations, the network will deteriorate further, the asset value will decrease and the costs of carrying out more significant maintenance interventions at a later date will be disproportionately higher and the council's claims repudiation performance may be adversely affected.
- 7.3 Failure to undertake the identified programme of works would also result in a failure to support the delivery of the priorities of the Liverpool City Region Combined Authority Transport Plan. The GFA will include conditions relating to deployment of funding resources and performance monitoring and evaluation of CRSTS programme delivery. If the GFA conditions are not met, this could result in the loss or clawback of funding and reputational damage to the council. Funding cannot be rolled forward if programmes of work are not delivered 'in year. A deterioration in the network can also lead to reputational damage to the Council from resulting in complaints.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 All Council Members were consulted and provided with an opportunity to suggest locations for inclusion in this programme. The proposed schemes currently identified for 2024/25 will be continually reviewed and the programme may be amended where necessary based on current road network condition data, financial and other constraints, in consultation with the Chair and Party Spokespersons of the Environment, Climate Emergency and Transport Committee and, where applicable, relevant Ward Members.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.

The Equality Impact Assessment can be viewed here: –

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The recommendations contained within this report are expected to reduce emissions of greenhouse gases by improving the condition of road and footway surfaces, maintaining the highway network properly will help reduce congestion and improve journeys for active travel, bus and other road users.

- 10.2 Officers have used low temperature asphalt surfacing material and increased use of low temperature surface treatment solutions, in place of planing and resurfacing, as part of the works proposed under this programme. This will lead to a significant decrease in use of fossil fuel and disposal of contaminated waste. The Council intends to engage with suppliers to quantify reductions and the available performance monitoring data will be reported separately when national guidance is released. The use of surface treatments as a primary intervention, which is a key part of the council's maintenance strategy, leads to significant carbon equivalent savings when compared to traditional resurfacing comprising planning out old surfacing materials and replacing them.
- 10.3 A resilient highways network is critical to the delivery of bus priority measures and high-quality walking and cycling route surfaces. As well as reducing noise and improving air quality promoting increased cycling and walking with better infrastructure will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle instead of private car harmful emissions will be reduced. Promoting active travel can result in reduced emissions of Nitrogen Dioxide particulate matter and Carbon Dioxide helping to tackle climate change and improve air quality.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 It is considered that the proposed Highway Structural Maintenance Programme for 2024/25 as set out in Appendix 1 helps deliver Wirral's wider Community Wealth Building commitments to deliver a prosperous, inclusive economy that benefits local residents and supports the principles of community wealth building. As the schemes move into the delivery phase, all opportunities to secure community wealth and social value through existing contracts and any new procurement routes will be explored.
- 11.2 The programme supports several key Community Wealth Building aims, including: Local Employment – creation of local employment and training opportunities through council's Term Maintenance Contracts when delivering the surfacing and footway programmes; and Maximising the Wirral Pound – buying supplies for footway schemes locally wherever possible to support business and employment. Green and Sustainable: protecting the environment, minimising waste and energy consumption and using other resources efficiently, within the contractor's supply chain.

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APPENDICES

- Appendix 1 Funding 2024/25 – 2026/27
Appendix 2 Proposed Carriageway and Footway Improvements 2024/25
Appendix 3 Indicative Network Condition Matrix

Disclaimer - The PDF file may not be suitable to view for people with disabilities, users of assistive technology or mobile phone devices. Please contact lindasummers@wirral.gov.uk if you would like this document in an accessible format.

BACKGROUND PAPERS

Grant Funding Agreement GFA for CRSTS Highways and Non-Highways Maintenance Work 2022/23

Gaist - Network Condition Data

Gaist Network Performance Indicators

Highway Infrastructure Asset Management Strategy

Highway Infrastructure Asset Management Policy

TERMS OF REFERENCE

This report is being considered by the Environment, Climate Emergency and Transport Committee in accordance with Section 5.2 (b) of its Terms of Reference.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment, Climate Emergency and Transport Committee	14 March 2023
Environment, Climate Emergency and Transport Committee	21 July 2022
Environment, Climate Emergency and Transport Committee	21 July 2022
Environment, Climate Emergency and Transport Committee	1 March 2022
Environment, Climate Emergency and Transport Committee	16 March 2021

12 MARCH 2024

TABLE 1 - CRSTS FUNDING - HIGHWAYS MAINTENANCE (Year 3 is current year)					
	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
	2022-23	2023-24	2024-25	2025-26	2026-27
Classified Roads Plane and Inlay (HRA)	£1,320,000	£750,000	£750,000	£500,000	£750,000
Classified Surface Treatments (Surface Dressing)	£880,000	£750,000	£750,000	£750,000	£700,000
Unclassified Surface Treatments (Micro Asphalts)	£1,800,000	£1,000,000	£1,000,000	£1,000,000	£1,000,000
Footway Refurbishments (Footway Reconstructions)	£1,000,000	£1,000,000	£750,000	£750,000	£500,000
Footway Surface Treatments (Footway Slurry)	£300,000	£300,000	£400,000	£400,000	£500,000
Drainage	£500,000	£500,000	£500,000	£500,000	£500,000
Total anticipated Highways Maintenance Funding:	£5,800,000	£4,300,000	£4,150,000	£3,900,000	£3,950,000

KRN Plane and Inlay (HRA) ringfenced	£1,400,000	£500,000	£500,000	£500,000	£500,000
KRN Surface Treatments (Surface Dressing) ringfenced	£500,000	£500,000	£500,000	£750,000	£750,000
Total Anticipated KRN Ringfenced Funding:	£1,900,000	£1,000,000	£1,000,000	£1,250,000	£1,250,000
DfT Funding Highways 23-24 (Pothole Fund)			£764,771		
DfT Funding Highways 23-24 (Further Pothole Fund)			£546,730		

TABLE 2 - CRSTS FUNDING - BRIDGE MAINTENANCE					
	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
	2022-23	2023-24	2024-25	2025-26	2026-27
Kings Parade (Bridge Maintenance)	£60,000	£0	£0	£0	£0
Raby Vale retaining wall recon (Bridge Maintenance)	£50,000	£0	£0	£0	£0
Structures Principal Inspections	£140,000	£265,000	£0	£0	£0
Bromborough Pool Refurbishment	£0	£270,000	£0	£0	£0
Upton Road Culvert Sealing/Waterproofing	£0	£0	£105,000	£0	£0
Moreton Road Refurbishment	£0	£0	£175,000	£0	£0
Duke Street (Bridge Maintenance)	£0	£0	£0	£160,000	£0
Retaining Wall Principal Inspections	£0	£0	£0	£0	£75,000
Road Restraint Maintenance Programme	£0	£0	£465,000	£0	£0
Total Anticipated Bridge Maintenance Funding:	£250,000	£535,000	£745,000	£160,000	£75,000

Grand Total Anticipated Funding	£7,950,000	£5,835,000	£7,206,501	£5,310,000	£5,275,000
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**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
BEBINGTON ROAD	Parkside Road to Acres Road	Bebington	Surface Dressing
BRERETON AVENUE	All	Bebington	Footway Reconstruction
CALDER ROAD	Derwent Road to Conway Close	Bebington	Micro Asphalt
CONWAY CLOSE	All	Bebington	Micro Asphalt
DERWENT CLOSE	All	Bebington	Micro Asphalt
GLENMARSH CLOSE	All	Bebington	Micro Asphalt
GREENLEA CLOSE	All	Bebington	Micro Asphalt
HEATH ROAD	Cross Lane Junction to o/s 250	Bebington	Footway Reconstruction
MILL ROAD	Mount Road to Village Road	Bebington	Micro Asphalt
MILLBUTT CLOSE	All	Bebington	Micro Asphalt
MILLWOOD	All	Bebington	Micro Asphalt
OAKLANDS DRIVE	All	Bebington	Micro Asphalt
OLD CHESTER ROAD	Jct Woodburn Boulevard to o/s 567	Bebington	Hot Rolled Asphalt (HRA)
ORCHARD WAY	Well Lane to End	Bebington	Micro Asphalt
SHALLMARSH CLOSE	All	Bebington	Micro Asphalt
THORNTON GROVE	All	Bebington	Micro Asphalt
TOWN LANE	Jct Ffrancon Drive to Old Chester Road	Bebington	Hot Rolled Asphalt (HRA)
BALLANTYNE DRIVE	Balliol Close to Bidston Village Road	Bidston & St James	Micro Asphalt
DOCK ROAD	Poulton Bridge Road RT to M53 Onslip (Westbound)	Bidston & St James	Surface Dressing
FIRBROOK COURT	All	Bidston & St James	Surface Dressing
GAUTBY ROAD	Community Centre to Hoylake Road	Bidston & St James	Footway Reconstruction
HILBRE STREET	Corporation Road to Cleveland Street	Bidston & St James	Micro Asphalt
HILLVIEW COURT	All	Bidston & St James	Surface Dressing
KEELE CLOSE	All	Bidston & St James	Surface Dressing
LENNOX LANE	All	Bidston & St James	Surface Dressing
ALABAMA WAY	All	Birkenhead & Tranmere	Micro Asphalt
ARGYLE STREET	Canning Street to John Street	Birkenhead & Tranmere	Hot Rolled Asphalt (HRA)
BOROUGH ROAD	Jct Larch Road to Victoria Road N/B Birkenhead	Birkenhead & Tranmere	Hot Rolled Asphalt (HRA)

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
BOROUGH ROAD	Salisbury Street to Whetstone Lane (Westbound)	Birkenhead & Tranmere	Surface Dressing
BRATTAN ROAD	All	Birkenhead & Tranmere	Micro Asphalt
BRIMSTAGE STREET	All	Birkenhead & Tranmere	Micro Asphalt
BROOK STREET	Victoria Street to Cathcart Street	Birkenhead & Tranmere	Micro Asphalt
BROOK STREET EAST	Park Street to Lord Street	Birkenhead & Tranmere	Micro Asphalt
CHURCH ROAD	Elm Road to Well Lane	Birkenhead & Tranmere	Surface Dressing
CLAUGHTON ROAD	Cardigan Avenue to Media House	Birkenhead & Tranmere	Hot Rolled Asphalt (HRA)
CLAYTON PLACE	All	Birkenhead & Tranmere	Micro Asphalt
COOK STREET	All	Birkenhead & Tranmere	Micro Asphalt
FLORENCE SREET	Off Parkfield Place	Birkenhead & Tranmere	Micro Asphalt
FREEMAN STREET	Park Street to End	Birkenhead & Tranmere	Micro Asphalt
GEORGE STREET	Taylor Street to Sandford Street	Birkenhead & Tranmere	Micro Asphalt
GRANGE VIEW	All	Birkenhead & Tranmere	Micro Asphalt
GRASVILLE ROAD	Downham Road to Well Lane	Birkenhead & Tranmere	Micro Asphalt
HALCYON ROAD	All	Birkenhead & Tranmere	Micro Asphalt
HARROWBY ROAD SOUTH	Harrowby Road to Whitford Road	Birkenhead & Tranmere	Micro Asphalt
HENTHORNE STREET	All	Birkenhead & Tranmere	Micro Asphalt
MARCUS STREET	Off Freeman Street	Birkenhead & Tranmere	Micro Asphalt
MOUNT ROAD	Selected	Birkenhead & Tranmere	Surface Dressing
PARK ROAD EAST	Conway Street to Park Road South	Birkenhead & Tranmere	Micro Asphalt
PARK STREET	Off Cleveland Street	Birkenhead & Tranmere	Micro Asphalt
PARKFIELD PLACE	Simpson Street to Parkfield Avenue	Birkenhead & Tranmere	Micro Asphalt
PEARSON ROAD	Off Holt Hill Terrace	Birkenhead & Tranmere	Hot Rolled Asphalt (HRA)
RIDLEY STREET	All	Birkenhead & Tranmere	Micro Asphalt
ROSEDALE ROAD	Well Lane to Mossley Road	Birkenhead & Tranmere	Micro Asphalt
SANDFORD STREET	Off Geroge Street	Birkenhead & Tranmere	Micro Asphalt
SIDNEY STREET	Off Sandford Street	Birkenhead & Tranmere	Micro Asphalt
VITTORIA STREET	Corportaion Road to Cleveland Street	Birkenhead & Tranmere	Micro Asphalt

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
WALKER PLACE	Walker Street	Birkenhead & Tranmere	Micro Asphalt
WELLINGTON TERRACE	Derby Road to Whetstone Lane	Birkenhead & Tranmere	Micro Asphalt
WOOD CLOSE	Off Park Street	Birkenhead & Tranmere	Micro Asphalt
ALDFORD CLOSE	All	Bromborough	Micro Asphalt
BATH STREET	Bridge Street to Wharf Street	Bromborough	Micro Asphalt
CROSS STREET	Bath Street to Bolton Street	Bromborough	Micro Asphalt
DALE AVENUE	All	Bromborough	Micro Asphalt
EASTON ROAD	New Ferry Road to Esher Close	Bromborough	Micro Asphalt
ESHER CLOSE	Off Easton Road	Bromborough	Micro Asphalt
GRATRIX ROAD	All	Bromborough	Micro Asphalt
GREENDALE ROAD	Bebington Road to Wood Street	Bromborough	Micro Asphalt
MARK RAKE	Valley Road to Bromborough Village Road	Bromborough	Micro Asphalt
MARTINDALE ROAD	Bassendale Road - Thursby Road	Bromborough	Micro Asphalt
NEW CHESTER ROAD	o/s 584 to o/s 646	Bromborough	Hot Rolled Asphalt (HRA)
PARKWOOD CLOSE	All	Bromborough	Micro Asphalt
THE DELL	New Ferry Road to New Ferry Road By Pass	Bromborough	Micro Asphalt
WELTON ROAD	KFC (Rbt) to Pure Gym	Bromborough	Hot Rolled Asphalt (HRA)
WHARF STREET	Woodhead Row to Riverside	Bromborough	Micro Asphalt
WINDY BANK	Off Church Drive	Bromborough	Micro Asphalt
WOOD STREET	Greendale Road to Wharf Street	Bromborough	Micro Asphalt
BOWNESS AVENUE	All	Clatterbridge	Micro Asphalt
BRIMSTAGE ROAD	Selected	Clatterbridge	to be confirmed
CHURCH ROAD	Foxcovers Road to Tudor Avenue	Clatterbridge	Footway Reconstruction
FIRS AVENUE	All	Clatterbridge	Micro Asphalt
GRANBY CRESCENT	All	Clatterbridge	Surface Dressing
LYNTON DRIVE	All	Clatterbridge	Footway Reconstruction
ORSTON CRESCENT	All	Clatterbridge	Surface Dressing
SUNNINGDALE DRIVE	All	Clatterbridge	Surface Dressing

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
THORNTON COMMON ROAD	Selected	Clatterbridge	Surface Dressing
WIDGEONS COVERT	All	Clatterbridge	Micro Asphalt
ALVANLEY PLACE	All	Claughton	Micro Asphalt
NOCTORUM AVENUE	All	Claughton	Micro Asphalt
NOCTORUM LANE	Upton Road to Vyer Road South	Claughton	Micro Asphalt
PARK ROAD NORTH	Park Road West to Laird Street	Claughton	Surface Dressing
UPTON ROAD	Tollemache Road to Park Road West	Claughton	Surface Dressing
VYNER ROAD SOUTH	Redstone Rise to Upton Road	Claughton	Micro Asphalt
ARGYLL AVENUE	All	Eastham	Footway Reconstruction
BRONINGTON AVENUE	Dearnford Avenue to Bettisfield Avenue	Eastham	Surface Dressing
DEARNFORD AVENUE	Hilary Road to Bettisfield Avenue	Eastham	Surface Dressing
DEARNFORD CLOSE	All	Eastham	Surface Dressing
HEYGARTH ROAD	Bridle Road to Plymyard Avenue	Eastham	Surface Dressing
HEYS AVENUE	All	Eastham	Micro Asphalt
LIMEHURST GROVE	All	Eastham	Surface Dressing
MILL PARK DRIVE	Eastham Rake to Ennerdale Avenue	Eastham	Surface Dressing
NEW CHESTER ROAD	Allport Road Jct 300 Im to o/s 924	Eastham	Hot Rolled Asphalt (HRA)
NEW CHESTER ROAD	o/s 1286 to HRA joint before left turn	Eastham	Hot Rolled Asphalt (HRA)
PRINCES AVENUE	Raeburn Avenue to Bridle Road	Eastham	Surface Dressing
REDBROOK CLOSE	All	Eastham	Surface Dressing
RHONA CLOSE	All	Eastham	Micro Asphalt
SPRINGHILL AVENUE	Dearnford Avenue to Dearnford Avenue	Eastham	Surface Dressing
SUTHERLAND DRIVE	Plymyard Avenue to Argyll Avenue	Eastham	Surface Dressing
TURRIFF DRIVE	All	Eastham	Micro Asphalt
BIRCHDALE CLOSE	All	Greasby, Frankby & Irby	Surface Dressing
BROOK WALK	All	Greasby, Frankby & Irby	Surface Dressing
COOMBE ROAD	Thingwall Road to Glenwood Drive	Greasby, Frankby & Irby	Surface Dressing
DEVIZES DRIVE	All	Greasby, Frankby & Irby	Surface Dressing

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
DRYFIELD CLOSE	All	Greasby, Frankby & Irby	Surface Dressing
GREENWAY	All	Greasby, Frankby & Irby	Footway Reconstruction
HARVESTER WAY	All	Greasby, Frankby & Irby	Surface Dressing
HILLBARK ROAD	Frankby Road to Montgomery Hill	Greasby, Frankby & Irby	Surface Dressing
HOLCOMBE CLOSE	All	Greasby, Frankby & Irby	Surface Dressing
INGLETON CLOSE	All	Greasby, Frankby & Irby	Surface Dressing
KIRKWAY	All	Greasby, Frankby & Irby	Footway Reconstruction
LONGFIELD CLOSE	All	Greasby, Frankby & Irby	Surface Dressing
MERE PARK ROAD	All	Greasby, Frankby & Irby	Surface Dressing
MILL LANE	No.120 to No.132	Greasby, Frankby & Irby	Hot Rolled Asphalt (HRA)
SHEPHERD CLOSE	All	Greasby, Frankby & Irby	Surface Dressing
STAPLETON AVENUE	All	Greasby, Frankby & Irby	Surface Dressing
BASKERVYLE CLOSE	All	Heswall	Footway Slurry
BASKERVYLE ROAD	All	Heswall	Footway Slurry
BEVERLEY DRIVE	All	Heswall	Footway Slurry
BRIMSTAGE ROAD	Selected	Heswall	Footway Slurry
CASTLE DRIVE	All	Heswall	Micro Asphalt
CHALKWELL DRIVE	All	Heswall	Footway Slurry
CHESTER ROAD	Selected	Heswall	Footway Slurry
CHURCH MEADOW LANE	All	Heswall	Micro Asphalt
CHURCH MEADOW LANE	All	Heswall	Footway Slurry
CIRCULAR DRIVE	All	Heswall	Footway Slurry
CLOSEBURN AVENUE	All	Heswall	Micro Asphalt
COTTESMORE DRIVE	All	Heswall	Micro Asphalt
DAVENPORT ROAD	All	Heswall	Footway Slurry
DAWSTONE ROAD	All	Heswall	Footway Slurry
DELAVOR ROAD	Jct Dee View Road	Heswall	Hot Rolled Asphalt (HRA)
DOWNHAM ROAD	All	Heswall	Footway Slurry

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
DUNSTER GROVE	All	Heswall	Footway Slurry
GAYTON LANE	All	Heswall	Footway Slurry
GAYTON ROAD	Primary School to Victoria Avenue	Heswall	Micro Asphalt
GAYTON ROAD	All	Heswall	Footway Slurry
GRANGE MOUNT	All	Heswall	Footway Slurry
GROVE AVENUE	All	Heswall	Footway Slurry
GULLS WAY	All	Heswall	Footway Slurry
HAWKS WAY	All	Heswall	Micro Asphalt
HEATH DRIVE	All	Heswall	Footway Slurry
HESSLE DRIVE	All	Heswall	Footway Slurry
HEYTHROP DRIVE	All	Heswall	Micro Asphalt
HIGHFIELDS	All	Heswall	Footway Slurry
HILLSIDE ROAD	All	Heswall	Footway Slurry
HINDERTON DRIVE	All	Heswall	Micro Asphalt
KINGSWAY	All	Heswall	Footway Slurry
KINGSWAY	Queensway to Gayton Lane	Heswall	Micro Asphalt
LATCHFRD ROAD	All	Heswall	Footway Slurry
LINNETS WAY	All	Heswall	Footway Slurry
LINTON CLOSE	All	Heswall	Footway Slurry
LONG MEADOW	Off Cottage Lane	Heswall	Micro Asphalt
MEADWAY	All	Heswall	Footway Slurry
MILL LANE	Briarfield rd to Moor Way	Heswall	Footway Slurry
MILTON CRESCENT	All	Heswall	Micro Asphalt
ODFIELD ROAD	Jct Thurstaston Road to Dales Pathway	Heswall	Micro Asphalt
PARK ROAD	All	Heswall	Footway Slurry
PARKLANDS DRIVE	All	Heswall	Footway Slurry
PENSBY ROAD	Florence Avenue to Tower Road South	Heswall	Surface Dressing
PINE ROAD	All	Heswall	Footway Slurry

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
POND VIEW CLOSE	All	Heswall	Micro Asphalt
PORLOCK CLOSE	All	Heswall	Footway Slurry
QUARRY ROAD EAST	All	Heswall	Footway Slurry
QUARRY ROAD EAST	Telegraph Road to Irby Road	Heswall	Hot Rolled Asphalt (HRA)
REDMERE DRIVE	All	Heswall	Micro Asphalt
REDSTONE DRIVE	All	Heswall	Footway Slurry
RHODESWAY	All	Heswall	Footway Slurry
RIVERBANK CLOSE	All	Heswall	Footway Slurry
RIVERBANK ROAD	All	Heswall	Footway Slurry
ROCKY LANE SOUTH	All	Heswall	Footway Slurry
ROOKS WAY	All	Heswall	Footway Slurry
ROOKS WAY	All	Heswall	Micro Asphalt
ROSCOTE ROAD	All	Heswall	Micro Asphalt
SOUTH DRIVE	All	Heswall	Footway Slurry
ST STEPHENS CLOSE	All	Heswall	Footway Slurry
STATION ROAD	All	Heswall	Footway Slurry
STRATHALIAN CLOSE	All	Heswall	Footway Slurry
TEALS WAY	All	Heswall	Footway Slurry
TELEGRAPH ROAD	A540 Shell Garage (RBT) to Glegg Arms	Heswall	Hot Rolled Asphalt (HRA)
THE LYDIATE	All	Heswall	Micro Asphalt
THE MOUNT	Telegraph Road Jct to o/s No. 34	Heswall	Hot Rolled Asphalt (HRA)
THORNTON CRESCENT	All	Heswall	Footway Slurry
TRENT WAY	All	Heswall	Footway Slurry
VILLAGE ROAD	All	Heswall	Footway Slurry
WALLRAKE	All	Heswall	Footway Slurry
WESTWAY	All	Heswall	Footway Slurry
WHITFIELD LANE	All	Heswall	Footway Slurry
WOODBURN DRIVE	All	Heswall	Micro Asphalt

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
BIRKENHEAD ROAD	Roman Road to Dovepoint Road	Hoylake & Meols	Surface Dressing
BIRKENHEAD ROAD	Albert Road to Wood Street	Hoylake & Meols	Surface Dressing
CARHAM ROAD	All	Hoylake & Meols	Footway Slurry
CLYDESDALE ROAD	North Parade to Avondale Road	Hoylake & Meols	Micro Asphalt
COURTENAY ROAD	Barton Road to Stanley Road	Hoylake & Meols	Micro Asphalt
CRANBORNE AVENUE	All	Hoylake & Meols	Footway Slurry
CROMER ROAD	All	Hoylake & Meols	Micro Asphalt
DENESHEY ROAD	All	Hoylake & Meols	Micro Asphalt
FORNALLS GREEN LANE	All	Hoylake & Meols	Footway Slurry
GRANGE ROAD	Yewtree Lane to Dee Lane	Hoylake & Meols	Hot Rolled Asphalt (HRA)
HAMIL CLOSE	All	Hoylake & Meols	Footway Slurry
HERON ROAD	Selected	Hoylake & Meols	Footway Slurry
KINGS COURT	All	Hoylake & Meols	Micro Asphalt
MARINE ROAD	The Kings Gap to past Queens Drive	Hoylake & Meols	Micro Asphalt
MEOLS DRIVE	Airlie Road to Morpeth Road	Hoylake & Meols	Surface Dressing
MEOLS DRIVE	Selected	Hoylake & Meols	Footway Slurry
MEOLS PARADE	Selected	Hoylake & Meols	Footway Slurry
MEOLS PARADE	Roman Road to Roman Road	Hoylake & Meols	Micro Asphalt
PARK WAY	All	Hoylake & Meols	Footway Slurry
PENRHOS ROAD	Off Barton Road	Hoylake & Meols	Micro Asphalt
STANLEY ROAD	All	Hoylake & Meols	Footway Slurry
STATION ROAD	Meols Drive to Drummond Road	Hoylake & Meols	Micro Asphalt
THE ROYAL	ALL	Hoylake & Meols	Footway Slurry
RALEIGH ROAD	All	Leasowe & Moreton East	Micro
FROBISHER ROAD	All	Leasowe & Moreton East	Micro
MEADOWSIDE	All	Leasowe & Moreton East	Micro
LEASOWE SIDE	All	Leasowe & Moreton East	Micro
DRAKE ROAD	All	Leasowe & Moreton East	Micro

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
COOK ROAD	All	Leasowe & Moreton East	Micro
TWICKENHAM DRIVE	Selected	Leasowe & Moreton East	Micro
FARNWORTH AVENUE	All	Leasowe & Moreton East	Micro
GARSWOOD CLOSE	All	Leasowe & Moreton East	Micro
LEASOWE ROAD	Gardenside to Magil Nursery (Northside)	Leasowe and Moreton East	Hot Rolled Asphalt (HRA)
BRECK ROAD	Cliff Road to Hillside Road	Liscard	Surface Dressing
DARESBURY ROAD	Torrington Road to Rullerton Road	Liscard	Surface Dressing
EDINBURGH ROAD	Seaview Road to Rake Lane	Liscard	Hot Rolled Asphalt (HRA)
MARLOWE ROAD	Mill Lane to Torrington Road	Liscard	Surface Dressing
MILL LANE	Marlowe Road to Ashburton Road	Liscard	Surface Dressing
MILL LANE	Marlowe Road to Station Road	Liscard	Surface Dressing
SERPENTINE ROAD	Hawarden Avenue to Liscard Road (Phase 1)	Liscard	Footway Reconstruction
ST VINCENT ROAD	All	Liscard	Micro Asphalt
STATION ROAD	Cliffe Road to Lymington Road	Liscard	Micro Asphalt
TORRINGTON ROAD	Marlowe Road to Eric Road	Liscard	Surface Dressing
BALFOUR ROAD	All	Liscard	Micro Asphalt
BERRYLANDS CLOSE	All	Moreton West & Saughall Massie	Micro Asphalt
BERRYLANDS ROAD	Harvest Lane to Harvest Lane	Moreton West & Saughall Massie	Micro Asphalt
BRAMBLE WAY	All	Moreton West & Saughall Massie	Micro Asphalt
BURDEN ROAD	Bermda Road to Kestrel Road	Moreton West & Saughall Massie	Micro Asphalt
HUXLEY CLOSE	Off Kinnerton Road	Moreton West & Saughall Massie	Micro Asphalt
MEADFOOT ROAD	Off Berrylands Road	Moreton West & Saughall Massie	Micro Asphalt
PASTURE ROAD	Oakenholt Road to Pasture Avenue	Moreton West & Saughall Massie	Surface Dressing
TARRAN DRIVE	Pasture Road to Tarran Way East	Moreton West & Saughall Massie	Micro Asphalt
TARRAN ROAD	Tarran Way West to Tarran Way East	Moreton West & Saughall Massie	Micro Asphalt
GAYTON AVENUE	All	New Brighton	Micro Asphalt
HAREWOOD ROAD	All	New Brighton	Micro Asphalt
ONSLOW ROAD	All	New Brighton	Hot Rolled Asphalt (HRA)

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
RAKE LANE	Mount Pleasant Road to Zig Zag Road	New Brighton	Surface Dressing
ROWSON STREET	Egerton Street to Molyneux Drive	New Brighton	Surface Dressing
SEABANK ROAD	Sandfield Road to Hale Road	New Brighton	Surface Dressing
SEFTON ROAD	All	New Brighton	Micro Asphalt
SHIEL ROAD	All	New Brighton	Micro Asphalt
WARREN DRIVE	Selected	New Brighton	Footway Reconstruction
WENTWORTH AVENUE	Off Mount Pleasant Road	New Brighton	Micro Asphalt
WOODLAND DRIVE	Vale Drive to Magazine Lane	New Brighton	Footway Reconstruction
AUDLEM AVENUE	All	Oxton	Surface Dressing
BACKFORD CLOSE	All	Oxton	Surface Dressing
BACKFORD WAY	All	Oxton	Surface Dressing
BIDSTON ROAD	Village Rd to Wexford Road	Oxton	Surface Dressing
CALVELEY CLOSE	All	Oxton	Surface Dressing
CHURTON AVENUE	All	Oxton	Footway Reconstruction
CUMBERLAND AVENUE	All	Oxton	Footway Reconstruction
ECCLESTON CLOSE	All	Oxton	Surface Dressing
FARNDON WAY	All	Oxton	Surface Dressing
HATCHMERE CLOSE	All	Oxton	Surface Dressing
HOLM LANE	Jct Woodchurch Road to Davenham Road	Oxton	Hot Rolled Asphalt (HRA)
PICTON CLOSE	Off Farndon Way	Oxton	Surface Dressing
SHREWSBURY ROAD	Jct Gerald Road	Oxton	Micro Asphalt
SPURSTOW CLOSE	All	Oxton	Surface Dressing
DEVONSHIRE ROAD	All	Oxton / Claughton	Micro Asphalt
AINSDALE CLOSE	All	Pensby & Thingwall	Surface Dressing
ASHLEA ROAD	All	Pensby & Thingwall	Footway Slurry
CHATSWORTH ROAD	Off Ridgewood Drive	Pensby & Thingwall	Micro Asphalt
DALE VIEW CLOSE	All	Pensby & Thingwall	Surface Dressing
DORSET DRIVE	All	Pensby & Thingwall	Footway Slurry

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
EXMOOR CLOSE	All	Pensby & Thingwall	Footway Slurry
FAIRVIEW PLACE	All	Pensby & Thingwall	Footway Slurry
FISHERS LANE	Pensby Road to Irby Road	Pensby & Thingwall	Surface Dressing
GIBSON CLOSE	All	Pensby & Thingwall	Footway Slurry
GRANTHAM CLOSE	All	Pensby & Thingwall	Footway Slurry
GREENBANK DRIVE	All	Pensby & Thingwall	Footway Slurry
HADDON DRIVE	All	Pensby & Thingwall	Footway Slurry
HILLINGDON AVENUE	All	Pensby & Thingwall	Footway Slurry
IRBY ROAD	Selected	Pensby & Thingwall	Footway Slurry
KENTMERE DRIVE	Fishers Lane to Old Wood Road	Pensby & Thingwall	Surface Dressing
LANGDALE AVENUE	All	Pensby & Thingwall	Surface Dressing
LYNDHURST CLOSE	All	Pensby & Thingwall	Surface Dressing
MEADOW WALK	All	Pensby & Thingwall	Footway Slurry
OAKLEA ROAD	All	Pensby & Thingwall	Footway Slurry
OVERDALE AVENUE	All	Pensby & Thingwall	Footway Slurry
OVERDALE AVENUE	All	Pensby & Thingwall	Micro Asphalt
PALTRIDGE WAY	All	Pensby & Thingwall	Surface Dressing
PENSBY ROAD (452-462 Service Road)	Off Wimborne Avenue (452-462 Pensby Road)	Pensby & Thingwall	Surface Dressing
PRIVATE DRIVE	All	Pensby & Thingwall	Footway Slurry
PRIVATE DRIVE	All	Pensby & Thingwall	Micro Asphalt
RIDGEFIELD ROAD	Ridgewood Drive to Ridgemere Road	Pensby & Thingwall	Micro Asphalt
RIDGEMERE ROAD	Chatsworth Road to Ridgewood Drive	Pensby & Thingwall	Micro Asphalt
RIDGEWOOD DRIVE	Chatsworth Road to Ridgemere Road	Pensby & Thingwall	Micro Asphalt
ROSEMEAD AVENUE	All	Pensby & Thingwall	Footway Slurry
SANDRIDGE ROAD	Ridgemere Road to Ridgemere Road	Pensby & Thingwall	Micro Asphalt
STORETON LANE	Selected	Pensby & Thingwall	Footway Slurry
WIMBORNE AVENUE	Off Pensby Road	Pensby & Thingwall	Surface Dressing
WOODCROFT DRIVE	All	Pensby & Thingwall	Footway Slurry

HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
DOWNHAM ROAD NORTH	All	Pensby & Thingwall / Heswall	Footway Slurry
LAYTON AVENUE	All	Prenton	Footway Reconstruction
OSMASTON ROAD	All	Prenton	Micro Asphalt
STORETON ROAD	Woodchurch Road to Harley Avenue (Mount Rd)	Prenton	Surface Dressing
AUTUMN GROVE	All	Rock Ferry	Micro Asphalt
BEDFORD AVENUE	Roundabout (Bedford Road) to 144m o/s No 58	Rock Ferry	Hot Rolled Asphalt (HRA)
HADDON ROAD	Bedford Road to New Chester Road	Rock Ferry	Micro Asphalt
HIGHFIELD SOUTH	Rock Lane West to Old Chester Road	Rock Ferry	Micro Asphalt
HOWSON STREET	Off New Chester Road	Rock Ferry	Micro Asphalt
LEES AVENUE	Howson Street to Thorsway	Rock Ferry	Micro Asphalt
MEADOWFIELD CLOSE	All	Rock Ferry	Micro Asphalt
PARK ROAD	Downham Road to Crofton Road	Rock Ferry	Micro Asphalt
PARKSIDE ROAD	Downham Road to Crofton Road	Rock Ferry	Micro Asphalt
ROCK CLOSE	All	Rock Ferry	Micro Asphalt
BULKELEY ROAD	All	Seacombe	Micro Asphalt
CLAUGHTON DRIVE	Love Lane to Poulton Road	Seacombe	Micro Asphalt
CLIFFORD ROAD	Deveraux Drive to Poulton Road	Seacombe	Micro Asphalt
DOCK ROAD	Kelvin Park to Tower rd jct RAB	Seacombe	Hot Rolled Asphalt (HRA)
GORSEBANK STREET	Off Barrington Road	Seacombe	Micro Asphalt
KINGSLEY ROAD	Deveraux Drive to Poulton Road	Seacombe	Micro Asphalt
OAKBANK STREET	Off Barrington Road	Seacombe	Micro Asphalt
OXTON ROAD	Love Lane to Poulton Road	Seacombe	Surface Dressing
PALATINE ROAD	All	Seacombe	Micro Asphalt
PARK AVENUE	Off Park Road	Seacombe	Micro Asphalt
GORSEY LANE (RAB)	Tunnel Approach	Seacombe	Hot Rolled Asphalt (HRA)
ARROWE PARK ROAD	Dental Practice to Test Centre	Upton	Surface Dressing
CARR BRIDGE ROAD	Selected	Upton	Micro Asphalt
CARR BRIDGE ROAD	Upton Station Footpath to Carr Bridge Centre	Upton	Footway Reconstruction

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
CARR HEY CLOSE	All	Upton	Micro Asphalt
CHURCH LANE	Selected	Upton	Micro Asphalt
GRASS WOOD ROAD	Hoole Road to Caldwell Drive	Upton	Micro Asphalt
HOME FARM ROAD	Selected	Upton	Micro Asphalt
HOOLE ROAD	Selected	Upton	Micro Asphalt
HOUGHTON ROAD	Selected	Upton	Micro Asphalt
LEASWOOD ROAD	Selected	Upton	Micro Asphalt
MORETON ROAD	Upland Road to St Joseph's Church	Upton	Micro Asphalt
NEW HEY ROAD	Selected	Upton	Micro Asphalt
NEW HEY ROAD	Selected	Upton	Footway Reconstruction
NORWICH DRIVE	All	Upton	Surface Dressing
ORRETS MEADOW ROAD	Off Hoole Road	Upton	Micro Asphalt
PEMBERTON ROAD	Ferny Brow Road to Grass Wood Road	Upton	Micro Asphalt
REAR OF KILN ROAD	All	Upton	Micro Asphalt
SHERRY LANE	Poole Lane to Poole Lane	Upton	Micro Asphalt
SPRINGFIELD CLOSE	All	Upton	Micro Asphalt
ARLINGTON ROAD	Off Grove Road	Wallasey	Micro Asphalt
AUBURN ROAD	All	Wallasey	Micro Asphalt
BROADWAY	Claremount Road to Perrin Road	Wallasey	Micro Asphalt
BROADWAY AVENUE	Claremount Road to Belvidere Road	Wallasey	Micro Asphalt
CHELTENHAM ROAD	Off St George's Road	Wallasey	Micro Asphalt
DEAN AVENUE	Off Grove Road	Wallasey	Micro Asphalt
GRANVILLE CLOSE	Off Village Way	Wallasey	Micro Asphalt
KEIGHLEY AVENUE	All	Wallasey	Micro Asphalt
KINGS PARADE	Coastal Drive Rbt1 to Rbt2 (the dips)	Wallasey	Surface Dressing
LONGACRE CLOSE	Off Leasowe Road	Wallasey	Micro Asphalt
LYCETT ROAD	Wallasey Village	Wallasey	Micro Asphalt
ST GEORGE'S ROAD	Sandy Lane to Grove Road	Wallasey	Micro Asphalt

**HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME
2024-25**

ROAD NAME	LIMITS	WARD	TREATMENT TYPE
WALLASEY VILLAGE	Perrin Road to Breck Road	Wallasey	Surface Dressing
WALLASEY VILLAGE	Grove Road to St John's Road	Wallasey	Surface Dressing
WETHERBY AVENUE	All	Wallasey	Micro Asphalt
WHITBY AVENUE	All	Wallasey	Micro Asphalt
ABBEY ROAD	All	West Kirby & Thurstaston	Footway Reconstruction
BROXTON AVENUE	All	West Kirby & Thurstaston	Footway Slurry
CALDY ROAD	All	West Kirby & Thurstaston	Footway Slurry
COLUMN ROAD	Black Horse Hill to Grammar School Lane	West Kirby & Thurstaston	Surface Dressing
CROFT DRIVE WEST	Caldy Road to Croft Drive	West Kirby & Thurstaston	Surface Dressing
ENNISDALE DRIVE	All	West Kirby & Thurstaston	Surface Dressing
GRAINGER AVENUE	All	West Kirby & Thurstaston	Footway Slurry
GRAMMAR SCHOOL LANE	All	West Kirby & Thurstaston	Surface Dressing
GRANGE ROAD	Brookfield Road to Westbourne Road	West Kirby & Thurstaston	Footway Reconstruction
GRESFORD AVENUE	All	West Kirby & Thurstaston	Footway Slurry
HILLSIDE ROAD	All	West Kirby & Thurstaston	Footway Slurry
HINDERTON DRIVE	All	West Kirby & Thurstaston	Footway Slurry
KINGS DRIVE	Caldy Road to End	West Kirby & Thurstaston	Surface Dressing
MELLONCROFT DRIVE WEST	All	West Kirby & Thurstaston	Micro Asphalt
PRIORY ROAD	All	West Kirby & Thurstaston	Footway Reconstruction
SOUTH ROAD	All	West Kirby & Thurstaston	Footway Slurry
STATION ROAD	All	West Kirby & Thurstaston	Footway Slurry
THE GREEN	All	West Kirby & Thurstaston	Footway Slurry
THURSTASTON ROAD	School Lane to Roundabout	West Kirby & Thurstaston	Hot Rolled Asphalt (HRA)
YORK AVENUE	All	West Kirby & Thurstaston	Footway Slurry

HIGHWAY MAINTENANCE PRIORITISATIONS

2024-2027

Prioritised RAG-rated ranking matrix of all Wirral Council roads and pavements currently identified for structural maintenance intervention and surface treatments

Simon Fox



Introduction And Treatment Type Descriptions

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Red Priority Carriageways (Roads) (2023/24 – 2024/25)

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Amber Priority Carriageways (Roads) (2025/26 – 2026/27)

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Red Priority Footways (Pavements) (2023/24 – 2024/25)

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Amber Priority Footways (Pavements) (2025/26 – 2026/27)

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Introduction

This matrix is based on objective analysis of technical condition data, from infrastructure modelling software, of all Wirral's carriageways (roads) and footways (pavements). The software used contains a unique process that can use multiple condition datasets to identify areas suitable for specific treatment types. Comprehensive network condition surveys provide an outline indication of the **current condition** of the carriageways and footways and the lists that follow are **indicative only** and may be subject to change of priority or likely treatment type if condition changes over the reference period. Additional factors, including: network management, contract management, programme efficiencies, customer enquiries and reactive work requirements may also lead to prioritisation changes being necessary.

Some roads or footways may be duplicated in the matrix lists, which may indicate the road or footway covers a large area and has been split up into sections, or that more than one area of smaller roads requires intervention.

Roads and footways have been rag-rated. Red (R) denotes that major work is likely to be programmed in the next 2 years (2023/24 and 2024/25); and Amber (A) denotes that major works is likely to be programmed in the next 5 years (2025/26 and 2026/7). Any roads or footways not listed below are identified as not requiring major maintenance within the next 5 years and are currently assessed as low priority Green (G).

However, reactive maintenance work, or some areas of major maintenance, may still be carried out on G-rated roads or footways at any point within the next 5 years, should it be warranted following ongoing inspections or assessments.

Treatment Type Meanings

Surface Dressing – overlay of binder and chippings (chippings bonded with resin to prevent loose chipping loss) which can extend the life of road surface up to 8 years, primarily on main roads.

Micro Asphalt – thin asphalt overlay providing smooth surface which extends life of road surface by up to 8 years, primarily on minor roads and residential areas.

Resurfacing – full plane-out of surface layer and replacement with new hot-rolled-asphalt or bituminous surfacing – this can extend the life of the road surface by up to 20 years.

Footway Reconstruction – lifting and relaying or replacing paving flags or modular (blocks) paving with new flags or blocks on new bedding material or with flexible (bituminous) surfacing to provide a new long-term surface.

Footway Slurry Sealing – thin overlay of black slurry providing a smooth black surface – this will cover any cracks or trench reinstatements and potentially extend the life of footway surface by several years.

Red - High Priority Roads – Likely to be Programmed in the Next 2 Years (2023-2024 and 2024-25)

No.	Road Name	Ward	Class	Proposal Type
1	Upton Road	Claughton; Bidston and St James	A Road	Surface Dressing
2	Borough Road	Birkenhead and Tranmere	A Road	Resurfacing
3	Wharf Street	Bromborough	Unclassified	Micro Asphalt
4	Leasowe Road	Leasowe and Moreton East	A Road	Surface Dressing
5	Mill Lane	Liscard	A Road	Surface Dressing
6	Church Lane	Seacombe	Unclassified	Micro Asphalt
7	Conway Street	Birkenhead and Tranmere	A Road	Surface Dressing
8	Bebington Road	Rock Ferry	B Road	Surface Dressing
9	Poulton Road	Seacombe	B Road	Surface Dressing
10	Bidston Link Road	Bidston and St James	A Road	Surface Dressing
11	Upton Road	Moreton West and Saughall Massie	A Road	Surface Dressing
12	Fender Lane	Bidston and St James	A Road	Surface Dressing

13	Meols Drive	Hoylake and Meols	A Road	Surface Dressing
14	Market Street	Hoylake and Meols	A Road	Surface Dressing
15	Borough Road	Birkenhead and Tranmere	A Road	Surface Dressing
16	Neston Road	Clatterbridge	B Road	Surface Dressing
17	Park Road North	Cloughton	A Road	Surface Dressing
18	Russell Road	Rock Ferry	Unclassified	Micro Asphalt
19	Hoylake Road	Leasowe and Moreton East	A Road	Surface Dressing
20	Hesketh Avenue	Rock Ferry	Unclassified	Micro Asphalt
21	Fender Lane	Leasowe and Moreton East	A Road	Surface Dressing
22	Abbots Drive	Bebington	Unclassified	Micro Asphalt
23	Derby Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
24	Rullerton Road	Liscard	Unclassified	Micro Asphalt
25	Mount Road	Clatterbridge	B Road	Surface Dressing
26	Oxton Road	Seacombe	A Road	Surface Dressing
27	Wallasey Village	Wallasey	A Road	Surface Dressing
28	Bidston Village Road	Bidston and St James	B Road	Surface Dressing
29	Bayswater Road	Wallasey	A Road	Surface Dressing
30	Knowsley Road	Rock Ferry	Unclassified	Micro Asphalt
31	Manor Lane	New Brighton	Unclassified	Micro Asphalt
32	New Hey Road	Upton	Unclassified	Micro Asphalt
33	Meols Drive	Hoylake and Meols	A Road	Surface Dressing

34	Pasture Road	Leasowe and Moreton East;	A Road	Surface Dressing
35	Upton Road	Moreton West and Saughall Massie;	A Road	Surface Dressing
36	Column Road	West Kirby and Thurstaston	A Road	Surface Dressing
37	Hoylake Road	Bidston and St James	A Road	Surface Dressing
38	Hoylake Road	Leasowe and Moreton East	A Road	Surface Dressing
39	Liscard Road	Seacombe	A Road	Surface Dressing
40	Barnston Road	Heswall	A Road	Surface Dressing
41	Breck Road	Liscard	B Road	Surface Dressing
42	Leasowe Road	Wallasey	A Road	Surface Dressing
43	Upton Road	Claughton	A Road	Surface Dressing
44	Chester Street	Birkenhead and Tranmere	A Road	Surface Dressing
45	Grange Road	Hoylake and Meols;	A Road	Surface Dressing
46	New Chester Road	Bromborough	A Road	Surface Dressing
47	Upton Road	Upton	A Road	Surface Dressing
48	Archers Way	Upton	Unclassified	Micro Asphalt
49	Cromer Road	Hoylake and Meols	Unclassified	Micro Asphalt
50	Holmwood Avenue	Pensby and Thingwall	Unclassified	Micro Asphalt
51	Noctorum Lane	Claughton	Unclassified	Micro Asphalt
52	Oldfield Road	Heswall	Unclassified	Micro Asphalt
53	Sunningdale Road	Wallasey	Unclassified	Micro Asphalt
54	Whetstone Lane	Birkenhead and Tranmere	B Road	Surface Dressing

55	Old Chester Road	Rock Ferry	B Road	Surface Dressing
56	Upton Road	Claughton	A Road	Resurfacing
57	Home Farm Close	Upton	Unclassified	Micro Asphalt
58	Rowson Street	New Brighton	A Road	Surface Dressing
59	Frankby Road	West Kirby and Thurstaston	B Road	Surface Dressing
60	Wallasey Village	Wallasey	B Road	Surface Dressing
61	Clatterbridge Road	Clatterbridge	B Road	Resurfacing
62	Pasture Road	Leasowe and Moreton East;	A Road	Resurfacing
63	Upton Road	Claughton	A Road	Resurfacing
64	North Wallasey Slip Road	Leasowe and Moreton East	A Road	Resurfacing
65	Banks Road	Hoylake and Meols	B Road	Surface Dressing
66	Arrowe Park Road	Pensby and Thingwall	A Road	Surface Dressing
67	Valley Road	Bidston and St James	Unclassified	Micro Asphalt
68	Chester Road	Heswall	A Road	Surface Dressing
69	Mill Lane	Liscard	A Road	Surface Dressing
70	Upton By-Pass	Upton	A Road	Resurfacing
71	New Chester Road	Eastham	A Road	Surface Dressing
72	Woodchurch Road	Prenton; Oxton	A Road	Surface Dressing
73	Allerton Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
74	King's Parade	Wallasey	A Road	Surface Dressing
75	Borough Road	Birkenhead and Tranmere	A Road	Surface Dressing

76	Mill Lane	Liscard	A Road	Resurfacing
77	Upton Road	Leasowe and Moreton East;	A Road	Resurfacing
78	Mount Road	Clatterbridge	B Road	Resurfacing
79	Corporation Road	Bidston and St James	A Road	Surface Dressing
80	Arrowe Park Road	Pensby and Thingwall	A Road	Surface Dressing
81	Bebington Road	Bebington	B Road	Surface Dressing
82	Gorseley Lane	Seacombe	A Road	Surface Dressing
83	Morecroft Road	Rock Ferry	Unclassified	Micro Asphalt
84	The Paddock	Upton	Unclassified	Micro Asphalt
85	Glencoe Road	New Brighton	Unclassified	Micro Asphalt
86	Onslow Road	Bromborough	Unclassified	Micro Asphalt
87	Chester Road	Heswall	A Road	Surface Dressing
88	Ionic Street	Rock Ferry	Unclassified	Micro Asphalt
89	Duke Street	Bidston and St James; Seacombe	A Road	Surface Dressing
90	Wallasey Village	Wallasey	B Road	Surface Dressing
91	Albion Place	New Brighton	Unclassified	Micro Asphalt
92	North Wallasey Approach Road	Wallasey	A Road	Surface Dressing
93	Fleet Croft Road	Upton	Unclassified	Micro Asphalt
94	Wheatland Lane	Seacombe	B Road	Surface Dressing
95	Vyner Road South	Claughton	Unclassified	Micro Asphalt
96	Telegraph Road	West Kirby and Thurstaston	A Road	Surface Dressing

97	Column Road	West Kirby and Thurstaston	A Road	Surface Dressing
98	Highcroft Avenue	Bebington	Unclassified	Micro Asphalt
99	Old Chester Road	Bebington; Rock Ferry	B Road	Resurfacing
100	Canning Street	Birkenhead and Tranmere	A Road	Resurfacing
101	Boundary Road	Bromborough	B Road	Surface Dressing
102	Park Road	Rock Ferry	Unclassified	Micro Asphalt
103	Temple Road	Prenton	Unclassified	Micro Asphalt
104	Meols Drive	Hoylake and Meols	A Road	Surface Dressing
105	Gorse Lane	Seacombe	A Road	Surface Dressing
106	New Chester Road	Eastham	A Road	Surface Dressing
107	Park Road North	Cloughton	A Road	Surface Dressing
108	Birkenhead Road	Hoylake and Meols	A Road	Surface Dressing
109	Barnston Road	Pensby and Thingwall	A Road	Surface Dressing
110	King's Parade	Wallasey	A Road	Resurfacing
111	New Chester Road	Bromborough	B Road	Surface Dressing
112	Column Road	West Kirby and Thurstaston	A Road	Surface Dressing
113	Bidston Link Road	Bidston and St James	A Road	Surface Dressing
114	Martin's Lane	Liscard	C Road	Resurfacing
115	Seabank Road	New Brighton	A Road	Surface Dressing
116	Brimstage Road	Clatterbridge	A Road	Resurfacing
117	Dock Road	Seacombe	A Road	Resurfacing

118	Upton Road	Claughton; Bidston and St James	A Road	Resurfacing
119	North Road	Prenton	Unclassified	Micro Asphalt
120	Storeton Road	Prenton	B Road	Surface Dressing
121	Brassey Street	Bidston and St James	Unclassified	Micro Asphalt
122	Moreton Road	Upton	Unclassified	Micro Asphalt
123	Noctorum Avenue	Claughton	Unclassified	Micro Asphalt
124	None	Hoylake and Meols	Unclassified	Micro Asphalt
125	Station Road	Bidston and St James	Unclassified	Micro Asphalt
126	Well Lane	Rock Ferry	Unclassified	Micro Asphalt
127	Fender Lane	Leasowe and Moreton East	A Road	Surface Dressing
128	Column Road	West Kirby and Thurstaston	A Road	Surface Dressing
129	Meols Drive	Hoylake and Meols	A Road	Surface Dressing
130	Birkenhead Road	Hoylake and Meols	A Road	Surface Dressing
131	Pasture Road	Leasowe and Moreton East;	A Road	Surface Dressing
132	Hind Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
133	Fender Lane	Bidston and St James;	A Road	Surface Dressing
134	Woodchurch Road	Prenton; Oxtan	A Road	Surface Dressing
135	Hamilton Street	Birkenhead and Tranmere	A Road	Surface Dressing
136	New Chester Road	Eastham	A Road	Surface Dressing
137	Pasture Road	Moreton West and Saughall Massie	A Road	Resurfacing
138	Telegraph Road	Heswall	A Road	Surface Dressing

139	Docks Link East bound	Wallasey	A Road	Surface Dressing
140	Docks Link west bound	Bidston and St James	A Road	Surface Dressing
141	Borough Road	Birkenhead and Tranmere	A Road	Resurfacing
142	New Chester Road	Bromborough	A Road	Surface Dressing
143	Conway Street	Birkenhead and Tranmere	A Road	Resurfacing
144	Mill Lane	Liscard	A Road	Resurfacing
145	Borough Road	Birkenhead and Tranmere	A Road	Resurfacing
146	New Chester Road	Bromborough	B Road	Resurfacing
147	Rolleston Drive	Wallasey	C Road	Resurfacing
148	Adelphi Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
149	Allport Lane	Eastham	Unclassified	Micro Asphalt
150	Ball's Road East	Birkenhead and Tranmere	Unclassified	Micro Asphalt
151	Blundells Drive	Leasowe and Moreton East	Unclassified	Micro Asphalt
152	Brimstage Lane	Clatterbridge	Unclassified	Micro Asphalt
153	Chadwick Street	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
154	Dibbins Hey	Clatterbridge	Unclassified	Micro Asphalt
155	Farmfield Drive	Bidston and St James	Unclassified	Micro Asphalt
156	Gorsehill Road	New Brighton	Unclassified	Micro Asphalt
157	Granby Crescent	Clatterbridge	Unclassified	Micro Asphalt
158	Granville Close	Wallasey	Unclassified	Micro Asphalt
159	Greendale Road	Bromborough	Unclassified	Micro Asphalt

160	Heathmoor Road	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
161	Heygarth Road	Eastham	Unclassified	Micro Asphalt
162	Howson Street	Rock Ferry	Unclassified	Micro Asphalt
163	Ivy Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
164	King's Brow	Bebington	Unclassified	Micro Asphalt
165	Manor Drive	Upton	Unclassified	Micro Asphalt
166	Marlowe Road	Liscard	Unclassified	Micro Asphalt
167	Meols Parade	Hoylake and Meols	Unclassified	Micro Asphalt
168	Mosslands Drive	Wallasey	Unclassified	Micro Asphalt
169	Oakbank Street	Seacombe	Unclassified	Micro Asphalt
170	Oarside Drive	New Brighton	Unclassified	Micro Asphalt
171	Old Bidston Road	Bidston and St James	Unclassified	Micro Asphalt
172	Oulton Close	Oxton	Unclassified	Micro Asphalt
173	Parkside Road	Rock Ferry	Unclassified	Micro Asphalt
174	Selbourne Close	Upton	Unclassified	Micro Asphalt
175	Shrewsbury Road	Claughton	Unclassified	Micro Asphalt
176	St George's Road	Wallasey	Unclassified	Micro Asphalt
177	Thurstaston Road	Heswall	Unclassified	Micro Asphalt
178	Torrington Road	Liscard	Unclassified	Micro Asphalt
179	Tudor Road	Rock Ferry	Unclassified	Micro Asphalt
180	Ward Grove	Rock Ferry	Unclassified	Micro Asphalt

181	Yelverton Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
182	Ingestre Road	Oxton	B Road	Surface Dressing
183	Croft Avenue	Bromborough	Unclassified	Micro Asphalt
184	Mount Road	Bebington	B Road	Surface Dressing
185	Poulton Road	Seacombe	B Road	Surface Dressing
186	Rake Lane	New Brighton	B Road	Surface Dressing
187	Grammar School Lane	West Kirby and Thurstaston	Unclassified	Micro Asphalt
188	Cloughton Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
189	Beaufort Road	Bidston and St James	A Road	Surface Dressing
190	King's Parade	Wallasey	A Road	Resurfacing
191	Old Chester Road	Rock Ferry	B Road	Resurfacing
192	Argyle Street	Birkenhead and Tranmere	A Road	Resurfacing
193	Rowson Street	New Brighton	A Road	Resurfacing
194	Arrowe Park Road	Upton; Greasby, Frankby and Irby	A Road	Resurfacing
195	Old Chester Road	Bebington	B Road	Resurfacing
196	Whetstone Lane	Birkenhead and Tranmere	A Road	Resurfacing
197	Clatterbridge Road	Clatterbridge	B Road	Resurfacing
198	Old Chester Road	Bebington; Rock Ferry	B Road	Surface Dressing
199	Black Horse Hill	West Kirby and Thurstaston	B Road	Surface Dressing
200	Brookhurst Avenue	Clatterbridge	Unclassified	Micro Asphalt
201	Grove Road	Rock Ferry	Unclassified	Micro Asphalt

202	Mark Rake	Bromborough	Unclassified	Micro Asphalt
203	Rolleston Drive	Wallasey	C Road	Resurfacing
204	Cloughton Drive	Seacombe	Unclassified	Micro Asphalt
205	Nelson Drive	Pensby and Thingwall	Unclassified	Micro Asphalt
206	Prenton Village Road	Prenton	Unclassified	Micro Asphalt
207	Mount Road	Bebington	B Road	Surface Dressing
208	Rake Lane	New Brighton; Liscard	B Road	Surface Dressing
209	Pensby Road	Heswall	B Road	Surface Dressing

Amber - Medium Priority Roads – Likely to be Programmed in the Next 5 Years (2025/26, 2026/7)

No.	Road Name	Ward	Class	Proposal Type
1	School Close	Leasowe and Moreton East	Unclassified	Micro Asphalt
2	Orchard Way	Bebington	Unclassified	Micro Asphalt
3	Manor Hill	Cloughton	Unclassified	Micro Asphalt
4	Palm Grove	Cloughton; Oxton	Unclassified	Micro Asphalt
5	Baskervyle Road	Heswall	Unclassified	Micro Asphalt
6	Column Road	West Kirby and Thurstaston	A Road	Surface Dressing
7	Birkenhead Road	Seacombe	A Road	Surface Dressing
8	The Causeway	Bromborough	Unclassified	Micro Asphalt
9	Cleveland Street	Bidston and St James	A Road	Resurfacing
10	Telegraph Road	Heswall	Unclassified	Micro Asphalt
11	Wallasey Village	Wallasey	B Road	Resurfacing
12	Marine Road	Hoyle and Meols	Unclassified	Micro Asphalt
13	The Green	West Kirby and Thurstaston	Unclassified	Micro Asphalt
14	Wallasey Road	Liscard	A Road	Resurfacing
15	Bidston Road	Oxton	B Road	Resurfacing
16	Allport Road	Eastham	Unclassified	Micro Asphalt
17	Church Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
18	Westbourne Road	Cloughton; Birkenhead and Tranmere	Unclassified	Micro Asphalt
19	Church Meadow Lane	Heswall	Unclassified	Micro Asphalt
20	Falkland Street	Bidston and St James	Unclassified	Micro Asphalt
21	Park Avenue	Seacombe	Unclassified	Micro Asphalt
22	Mill Road	Bebington	Unclassified	Micro Asphalt
23	Richmond Road	Bebington	Unclassified	Micro Asphalt
24	The Mount	Heswall	Unclassified	Micro Asphalt
25	Fleck Lane	West Kirby and Thurstaston	Unclassified	Micro Asphalt
26	Penrhyn Avenue	Pensby and Thingwall	Unclassified	Micro Asphalt

27	New Chester Road	Rock Ferry	B Road	Surface Dressing
28	Ivy Lane	Leasowe and Moreton East	Unclassified	Micro Asphalt
29	Kingsbury	West Kirby and Thurstaston	Unclassified	Micro Asphalt
30	Cressington Avenue	Prenton	Unclassified	Micro Asphalt
31	Rivacre Road	Eastham	B Road	Resurfacing
32	Douglas Drive	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
33	Plane Tree Road	Bebington	Unclassified	Micro Asphalt
34	Spital Road	Bromborough	B Road	Surface Dressing
35	Landican Lane	Pensby and Thingwall	Unclassified	Micro Asphalt
36	Wellington Terrace	Birkenhead and Tranmere	Unclassified	Micro Asphalt
37	Wheatland Lane	Seacombe	B Road	Surface Dressing
38	Copeland Close	Pensby and Thingwall	Unclassified	Micro Asphalt
39	Grosvenor Road	Claughton	Unclassified	Micro Asphalt
40	Gayton Road	Heswall	Unclassified	Micro Asphalt
41	Meddowcroft Road	Wallasey	Unclassified	Micro Asphalt
42	Rossllyn Park	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
43	Quarrybank Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
44	Beresford Road	Oxton	Unclassified	Micro Asphalt
45	The Village	Bebington	B Road	Surface Dressing
46	Talbot Avenue	Clatterbridge	Unclassified	Micro Asphalt
47	Holmway	Bebington	Unclassified	Micro Asphalt
48	Bolton Road	Bromborough	Unclassified	Micro Asphalt
49	Princes Avenue	Eastham	Unclassified	Micro Asphalt
50	Gorsedale Road	Seacombe	Unclassified	Micro Asphalt
51	Orston Crescent	Clatterbridge	Unclassified	Micro Asphalt
52	Lower Green	Upton	Unclassified	Micro Asphalt
53	Egremont Promenade	Seacombe; Liscard	Unclassified	Micro Asphalt
54	Riverview Road	Seacombe	Unclassified	Micro Asphalt
55	Howard Avenue	Eastham; Bromborough	Unclassified	Micro Asphalt

56	Perrin Road	Wallasey	Unclassified	Micro Asphalt
57	Upper Flaybrick Road	Claughton	Unclassified	Micro Asphalt
58	Storeton Road	Prenton	B Road	Resurfacing
59	Telegraph Road	Heswall	A Road	Resurfacing
60	Barn Hey Crescent	Hoylake and Meols	Unclassified	Micro Asphalt
61	Bidston Avenue	Claughton; Bidston and St James	Unclassified	Micro Asphalt
62	Fishers Lane	Pensby and Thingwall	Unclassified	Micro Asphalt
63	Ford Road	Upton	Unclassified	Micro Asphalt
64	St Andrew's Road	Oxton	Unclassified	Micro Asphalt
65	Stadium Road	Bromborough	Unclassified	Micro Asphalt
66	Village Road	West Kirby and Thurstaston	Unclassified	Micro Asphalt
67	Welton Road	Bromborough	Unclassified	Micro Asphalt
68	Breck Road	Liscard	B Road	Surface Dressing
69	Birkett Road	Rock Ferry	Unclassified	Micro Asphalt
70	Frankby Road	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
71	Mount Road	Prenton	B Road	Surface Dressing
72	Dawpool Drive	Eastham	Unclassified	Micro Asphalt
73	Hillbark Road	Greasby - Frankby and Irby	B Road	Surface Dressing
74	Bidston Road	Oxton	B Road	Surface Dressing
75	Marion Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
76	Banks Road	Hoylake and Meols;	B Road	Surface Dressing
77	Willaston Road	Clatterbridge	B Road	Resurfacing
78	Eastham Village Road	Eastham	B Road	Surface Dressing
79	Gorsedale Park	Seacombe	Unclassified	Micro Asphalt
80	Delamere Avenue	Eastham	Unclassified	Micro Asphalt
81	Bowell Close	Clatterbridge	Unclassified	Micro Asphalt
82	Woodchurch Road	Oxton	C Road	Resurfacing
83	Telegraph Road	Heswall	A Road	Resurfacing
84	Leasowe Road	Leasowe and Moreton East	A Road	Resurfacing

85	Leasowe Road	Leasowe and Moreton East	A Road	Resurfacing
86	King's Parade	Wallasey	A Road	Resurfacing
87	Acton Lane	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
88	Blackheath Drive	Leasowe and Moreton East	Unclassified	Micro Asphalt
89	Churton Avenue	Oxton	Unclassified	Micro Asphalt
90	Civic Way	Bebington	Unclassified	Micro Asphalt
91	Coombe Road	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
92	Courtenay Road	Hoyle and Meols	Unclassified	Micro Asphalt
93	Ely Avenue	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
94	Fender Way	Bidston and St James	Unclassified	Micro Asphalt
95	Ferry Road	Eastham	Unclassified	Micro Asphalt
96	Gorsebank Street	Seacombe	Unclassified	Micro Asphalt
97	Harewood Road	New Brighton	Unclassified	Micro Asphalt
98	Harrowby Road South	Birkenhead and Tranmere	Unclassified	Micro Asphalt
99	Huxley Close	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
100	Kentmere Drive	Pensby and Thingwall	Unclassified	Micro Asphalt
101	Magazine Avenue	New Brighton	Unclassified	Micro Asphalt
102	Manor Road	Clatterbridge	Unclassified	Micro Asphalt
103	Neptune Street	Bidston and St James	Unclassified	Micro Asphalt
104	Northop Road	Wallasey	Unclassified	Micro Asphalt
105	Poulton Road	Clatterbridge	Unclassified	Micro Asphalt
106	Prenton Hall Road	Prenton	Unclassified	Micro Asphalt
107	Prenton Lane	Prenton	Unclassified	Micro Asphalt
108	Sandbrook Lane	Leasowe and Moreton East	Unclassified	Micro Asphalt
109	Shaw Street	Seacombe	Unclassified	Micro Asphalt
110	The Knoll	Oxton	Unclassified	Micro Asphalt
111	The Rake	Bromborough	Unclassified	Micro Asphalt
112	Victoria Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
113	Woodchurch Road	Oxton	Unclassified	Micro Asphalt

114	Clayton Place	Birkenhead and Tranmere	Unclassified	Micro Asphalt
115	Somerset Road	West Kirby and Thurstaston	Unclassified	Micro Asphalt
116	Alvanley Place	Claughton	Unclassified	Micro Asphalt
117	Hothfield Road	Seacombe	Unclassified	Micro Asphalt
118	Park Road East	Claughton	Unclassified	Micro Asphalt
119	Mortimer Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
120	Arrowe Park Road	Upton	Unclassified	Micro Asphalt
121	Ruskin Avenue	Liscard	Unclassified	Micro Asphalt
122	Harvest Lane	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
123	Thingwall Road East	Pensby and Thingwall	Unclassified	Micro Asphalt
124	The Village	Bebington	B Road	Resurfacing
125	Cavendish Road	New Brighton	Unclassified	Micro Asphalt
126	Noctorum Way	Claughton	Unclassified	Micro Asphalt
127	Dacre Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
128	Shiel Road	New Brighton	Unclassified	Micro Asphalt
129	Clive Road	Birkenhead and Tranmere; Oxtan	Unclassified	Micro Asphalt
130	Pine Tree Grove	Leasowe and Moreton East	Unclassified	Micro Asphalt
131	The Meadow	Upton	Unclassified	Micro Asphalt
132	Saughall Massie Road	Moreton West and Saughall Massie	B Road	Surface Dressing
133	Love Lane	Seacombe	Unclassified	Micro Asphalt
134	Ravendale Close	Claughton	Unclassified	Micro Asphalt
135	Ridgeview Road	Claughton	Unclassified	Micro Asphalt
136	Pensby Road	Pensby and Thingwall	B Road	Surface Dressing
137	Gaywood Close	Bidston and St James	Unclassified	Micro Asphalt
138	Pasture Crescent	Leasowe and Moreton East	Unclassified	Micro Asphalt
139	Church Road	Birkenhead and Tranmere	B Road	Resurfacing
140	Bedford Avenue	Rock Ferry	B Road	Resurfacing
141	Acacia Grove	Seacombe	Unclassified	Micro Asphalt
142	Acre Lane	Bromborough	Unclassified	Micro Asphalt

143	Alexandra Road	New Brighton	Unclassified	Micro Asphalt
144	Antons Road	Pensby and Thingwall	Unclassified	Micro Asphalt
145	Arlington Road	Wallasey	Unclassified	Micro Asphalt
146	Ball's Road	Oxton	Unclassified	Micro Asphalt
147	Bankfields Drive	Eastham	Unclassified	Micro Asphalt
148	Barnston Lane	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
149	Bedford Road East	Rock Ferry	Unclassified	Micro Asphalt
150	Bell Road	Seacombe	Unclassified	Micro Asphalt
151	Bidston Green Drive	Bidston and St James	Unclassified	Micro Asphalt
152	Birchridge Close	Bromborough	Unclassified	Micro Asphalt
153	Birkenhead Rotary Way	Birkenhead and Tranmere	Unclassified	Micro Asphalt
154	Brackenwood Road	Bebington	Unclassified	Micro Asphalt
155	Briardale Road	Bebington	Unclassified	Micro Asphalt
156	Bridle Road	Eastham	Unclassified	Micro Asphalt
157	Broadstone Drive	Clatterbridge	Unclassified	Micro Asphalt
158	Broadway Avenue	Wallasey	Unclassified	Micro Asphalt
159	Brome Way	Clatterbridge	Unclassified	Micro Asphalt
160	Brookdale Avenue South	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
161	Brookhurst Road	Clatterbridge	Unclassified	Micro Asphalt
162	Buckingham Avenue	Bebington	Unclassified	Micro Asphalt
163	Budworth Close	Oxton	Unclassified	Micro Asphalt
164	Calder Road	Bebington	Unclassified	Micro Asphalt
165	Carisbrooke Close	West Kirby and Thurstaston	Unclassified	Micro Asphalt
166	Carr Lane	Hoyle and Meols	Unclassified	Micro Asphalt
167	Central Road	Bromborough	Unclassified	Micro Asphalt
168	Chepstow Avenue	Liscard	Unclassified	Micro Asphalt
169	Chiltern Road	Prenton	Unclassified	Micro Asphalt
170	Church Road	Upton	Unclassified	Micro Asphalt

171	Churchwood Close	Bromborough	Unclassified	Micro Asphalt
172	Clare Crescent	Wallasey	Unclassified	Micro Asphalt
173	Claremont Road	West Kirby and Thurstaston	Unclassified	Micro Asphalt
174	Clarke Avenue	Rock Ferry	Unclassified	Micro Asphalt
175	Commercial Road	Bromborough	Unclassified	Micro Asphalt
176	Corwen Close	Leasowe and Moreton East	Unclassified	Micro Asphalt
177	Craighleigh Grove	Eastham	Unclassified	Micro Asphalt
178	Crescent Road	Liscard	Unclassified	Micro Asphalt
179	Croft Drive	West Kirby and Thurstaston	Unclassified	Micro Asphalt
180	Croft Drive East	West Kirby and Thurstaston	Unclassified	Micro Asphalt
181	Cunningham Drive	Clatterbridge	Unclassified	Micro Asphalt
182	Curlew Way	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
183	Dean Avenue	Wallasey	Unclassified	Micro Asphalt
184	Demesne Street	Seacombe	Unclassified	Micro Asphalt
185	Devonshire Road	Oxton	Unclassified	Micro Asphalt
186	Dock Road South	Bromborough	Unclassified	Micro Asphalt
187	Dryfield Close	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
188	Duke Street	New Brighton	Unclassified	Micro Asphalt
189	East Street	Seacombe	Unclassified	Micro Asphalt
190	Eastham Rake	Eastham	Unclassified	Micro Asphalt
191	Ebenezer Street	Rock Ferry	Unclassified	Micro Asphalt
192	Eccleston Avenue	Bromborough	Unclassified	Micro Asphalt
193	Eleanor Road	Bidston and St James	Unclassified	Micro Asphalt
194	Elm Grove	Birkenhead and Tranmere	Unclassified	Micro Asphalt
195	Eltham Close	Upton	Unclassified	Micro Asphalt
196	Fairmead Road	Leasowe and Moreton East	Unclassified	Micro Asphalt
197	Fininstall Road	Clatterbridge	Unclassified	Micro Asphalt
198	Ford Close	Upton	Unclassified	Micro Asphalt
199	Fox Hey Road	Liscard	Unclassified	Micro Asphalt

200	Gayton Avenue	New Brighton	Unclassified	Micro Asphalt
201	Gayton Lane	Heswall	Unclassified	Micro Asphalt
202	Gills Lane	Pensby and Thingwall	Unclassified	Micro Asphalt
203	Glenmarsh Close	Bebington	Unclassified	Micro Asphalt
204	Glenwood Drive	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
205	Gorse Crescent	Seacombe	Unclassified	Micro Asphalt
206	Greenway	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
207	Hamilton Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
208	Harlech Street	Seacombe	Unclassified	Micro Asphalt
209	Harrow Close	Wallasey	Unclassified	Micro Asphalt
210	Kale Close	West Kirby and Thurstaston	Unclassified	Micro Asphalt
211	Heathbank Avenue	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
212	Henry Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
213	Heythrop Drive	Heswall	Unclassified	Micro Asphalt
214	Hillingdon Avenue	Pensby and Thingwall	Unclassified	Micro Asphalt
215	King's Drive	West Kirby and Thurstaston	Unclassified	Micro Asphalt
216	Holborn Square	Rock Ferry	Unclassified	Micro Asphalt
217	Holm Lane	Oxton	Unclassified	Micro Asphalt
218	Howbeck Road	Cloughton	Unclassified	Micro Asphalt
219	Ince Close	Oxton	Unclassified	Micro Asphalt
220	Juliet Avenue	Bebington	Unclassified	Micro Asphalt
221	Kendal Close	Bebington	Unclassified	Micro Asphalt
222	Kestrel Road	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
223	Keswick Road	Wallasey	Unclassified	Micro Asphalt
224	Kings Wharf	Seacombe	Unclassified	Micro Asphalt
225	Kipling Avenue	Rock Ferry	Unclassified	Micro Asphalt
226	Kirkway	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
227	Langdale Road	Clatterbridge	Unclassified	Micro Asphalt
228	Lansdowne Road	Wallasey	Unclassified	Micro Asphalt

229	Larchwood Drive	Bebington	Unclassified	Micro Asphalt
230	Lingham Lane	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
231	Littledale Road	Seacombe	Unclassified	Micro Asphalt
232	Longfellow Drive	Bromborough	Unclassified	Micro Asphalt
233	Malvern Grove	Prenton	Unclassified	Micro Asphalt
234	Marsh Lane	Bebington	Unclassified	Micro Asphalt
235	Martindale Road	Bromborough	Unclassified	Micro Asphalt
236	Meadowbrook Road	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
237	Meadowcroft Road	Hoylake and Meols	Unclassified	Micro Asphalt
238	Pikes Hey Road	West Kirby and Thurstaston	Unclassified	Micro Asphalt
239	Oakdale Road	Seacombe	Unclassified	Micro Asphalt
240	Oldfield Close	Heswall	Unclassified	Micro Asphalt
241	Park West	Heswall	Unclassified	Micro Asphalt
242	Parkwood Close	Bromborough	Unclassified	Micro Asphalt
243	Penrhos Road	Hoylake and Meols	Unclassified	Micro Asphalt
244	Pinewood Drive	Heswall	Unclassified	Micro Asphalt
245	Pleasington Close	Claughton	Unclassified	Micro Asphalt
246	Plymyard Avenue	Eastham	Unclassified	Micro Asphalt
247	Poll Hill Road	Heswall	Unclassified	Micro Asphalt
248	Pool Lane	Bromborough	Unclassified	Micro Asphalt
249	Poolbank Road	Bromborough	Unclassified	Micro Asphalt
250	Poolwood Road	Upton	Unclassified	Micro Asphalt
251	Port Causeway	Bromborough	Unclassified	Micro Asphalt
252	Poulton Royd Drive	Clatterbridge	Unclassified	Micro Asphalt
253	Power Road	Bromborough	Unclassified	Micro Asphalt
254	Prenton Dell Avenue	Prenton	Unclassified	Micro Asphalt
255	Prenton Dell Road	Prenton	Unclassified	Micro Asphalt
256	Prenton Way	Prenton	Unclassified	Micro Asphalt
257	Primrose Hill	Bromborough	Unclassified	Micro Asphalt

258	Quarry Road East	Heswall	Unclassified	Micro Asphalt
259	Raby Road	Clatterbridge	Unclassified	Micro Asphalt
260	Rappart Road	Seacombe	Unclassified	Micro Asphalt
261	Rathmore Close	Oxton	Unclassified	Micro Asphalt
262	Redford Close	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
263	Regents Close	Pensby and Thingwall	Unclassified	Micro Asphalt
264	Robert Drive	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
265	Rockland Road	Wallasey	Unclassified	Micro Asphalt
266	Rocky Lane	Heswall	Unclassified	Micro Asphalt
267	Rooks Way	Heswall	Unclassified	Micro Asphalt
268	Roscote Close	Heswall	Unclassified	Micro Asphalt
269	Roxburgh Avenue	Prenton	Unclassified	Micro Asphalt
270	Rudgrave Square	Liscard	Unclassified	Micro Asphalt
271	Salacre Crescent	Upton	Unclassified	Micro Asphalt
272	Seafield Drive	Wallasey	Unclassified	Micro Asphalt
273	Shavington Avenue	Oxton	Unclassified	Micro Asphalt
274	Shore Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
275	Sidney Avenue	New Brighton	Unclassified	Micro Asphalt
276	The Spinney	West Kirby and Thurstaston	Unclassified	Micro Asphalt
277	South Drive	Upton	Unclassified	Micro Asphalt
278	South View	Bromborough	Unclassified	Micro Asphalt
279	St Andrews Road	Clatterbridge	Unclassified	Micro Asphalt
280	St Vincent Road	Cloughton	Unclassified	Micro Asphalt
281	Stanney Close	Eastham	Unclassified	Micro Asphalt
282	Stanton Road	Clatterbridge	Unclassified	Micro Asphalt
283	Stapleton Avenue	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
284	Statham Road	Bidston and St James	Unclassified	Micro Asphalt
285	Stewart Close	Pensby and Thingwall	Unclassified	Micro Asphalt
286	Sumner Road	Cloughton	Unclassified	Micro Asphalt

287	Sunningdale Drive	Pensby and Thingwall	Unclassified	Micro Asphalt
288	Tarporley Close	Oxton	Unclassified	Micro Asphalt
289	Thingwall Road	Pensby and Thingwall	Unclassified	Micro Asphalt
290	Thornley Road	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
291	Thornton Crescent	Heswall	Unclassified	Micro Asphalt
292	Westward Ho	West Kirby and Thurstaston	Unclassified	Micro Asphalt
293	Torwood	Cloughton	Unclassified	Micro Asphalt
294	Trafalgar Road	Liscard	Unclassified	Micro Asphalt
295	Twickenham Drive	Leasowe and Moreton East	Unclassified	Micro Asphalt
296	Upper Raby Road	Clatterbridge	Unclassified	Micro Asphalt
297	Venables Close	Clatterbridge	Unclassified	Micro Asphalt
298	Vittoria Street	Bidston and St James	Unclassified	Micro Asphalt
299	Wellington Road	New Brighton	Unclassified	Micro Asphalt
300	West Way	Leasowe and Moreton East	Unclassified	Micro Asphalt
301	Willow Lane	Clatterbridge	Unclassified	Micro Asphalt
302	Willowbank Road	Prenton	Unclassified	Micro Asphalt
303	Willowbrow Road	Clatterbridge	Unclassified	Micro Asphalt
304	Woburn Place	Rock Ferry	Unclassified	Micro Asphalt
305	Wood Green	Bidston and St James	Unclassified	Micro Asphalt
306	Woodburn Boulevard	Bebington	Unclassified	Micro Asphalt
307	Zetland Road	Wallasey	Unclassified	Micro Asphalt
308	Old Hall Road	Bromborough	Unclassified	Micro Asphalt
309	Green Lane	Bebington	Unclassified	Micro Asphalt
310	Eastcroft Road	Seacombe	Unclassified	Micro Asphalt
311	Long Meadow	Heswall	Unclassified	Micro Asphalt
312	Farlow Road	Rock Ferry	Unclassified	Micro Asphalt
313	Bath Street	Bromborough	Unclassified	Micro Asphalt
314	Mulveton Road	Clatterbridge	Unclassified	Micro Asphalt
315	Hale Road	New Brighton	Unclassified	Micro Asphalt

316	Wentworth Avenue	New Brighton	Unclassified	Micro Asphalt
317	Holland Road	New Brighton	Unclassified	Micro Asphalt
318	Wood Lane	Greasby, Frankby and Irby	Unclassified	Micro Asphalt
319	Deveraux Drive	Seacombe	Unclassified	Micro Asphalt
320	Oakland Drive	Upton	Unclassified	Micro Asphalt
321	Pensby Road	Pensby and Thingwall	B Road	Surface Dressing
322	Brimstage Road	Clatterbridge	B Road	Resurfacing
323	Union Street	Rock Ferry	Unclassified	Micro Asphalt
324	Pensby Road	Pensby and Thingwall	B Road	Surface Dressing
325	Saughall Massie Road	Greasby, Frankby and Irby	B Road	Resurfacing
326	Old Chester Road	Bebington; Rock Ferry	B Road	Resurfacing
327	Warren Drive	Wallasey	Unclassified	Micro Asphalt
328	Freeman Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
329	Mill Lane	Greasby - Frankby and Irby	C Road	Resurfacing
330	Pearson Road	Birkenhead and Tranmere	B Road	Resurfacing
331	Breck Road	Liscard	B Road	Resurfacing
332	Hinson Street	Birkenhead and Tranmere	A Road	Resurfacing
333	Pine Avenue	Clatterbridge	Unclassified	Micro Asphalt
334	Lycett Road	Wallasey	Unclassified	Micro Asphalt
335	Barnston Road	Pensby and Thingwall	Unclassified	Micro Asphalt
336	Pump Lane	Greasby, Frankby and Irby	C Road	Resurfacing
337	Shorefields	Bromborough	Unclassified	Micro Asphalt
338	Portland Street	New Brighton	Unclassified	Micro Asphalt
339	Highfield Grove	Rock Ferry	Unclassified	Micro Asphalt
340	Wordsworth Avenue	Rock Ferry	Unclassified	Micro Asphalt
341	Mount Road	Wallasey	Unclassified	Micro Asphalt
342	Rhodesway	Heswall	Unclassified	Micro Asphalt
343	Grafton Street	Oxton	Unclassified	Micro Asphalt
344	Ridgemere Road	Pensby and Thingwall	Unclassified	Micro Asphalt

345	Wilne Road	New Brighton	Unclassified	Micro Asphalt
346	Millhouse Lane	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
347	Hatchmere Close	Oxton	Unclassified	Micro Asphalt
348	Newton Park Road	West Kirby and Thurstaston	Unclassified	Micro Asphalt
349	Queens Road	Rock Ferry	Unclassified	Micro Asphalt
350	Colmore Avenue	Clatterbridge	Unclassified	Micro Asphalt
351	Pleasant Street	New Brighton	Unclassified	Micro Asphalt
352	King's Parade	New Brighton; Wallasey	Unclassified	Micro Asphalt
353	Baytree Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
354	Gratrix Road	Bromborough	Unclassified	Micro Asphalt
355	Liscard Road	Seacombe	Unclassified	Micro Asphalt
356	Brackley Close	Liscard	Unclassified	Micro Asphalt
357	Woodville Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
358	Picton Close	Oxton	Unclassified	Micro Asphalt
359	Pemberton Road	Upton	Unclassified	Micro Asphalt
360	Chatham Road	Rock Ferry	Unclassified	Micro Asphalt
361	Sutherland Drive	Eastham	Unclassified	Micro Asphalt
362	Worcester Road	Bidston and St James	Unclassified	Micro Asphalt
363	Bentley Road	Oxton	Unclassified	Micro Asphalt
364	Ashwood Court	Bidston and St James	Unclassified	Micro Asphalt
365	Parnell Road	Clatterbridge	Unclassified	Micro Asphalt
366	Borrowdale Road	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
367	Tower Hill	Birkenhead and Tranmere	Unclassified	Micro Asphalt
368	Salisbury Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
369	Heron Road	Hoylake and Meols	C Road	Resurfacing
370	Mount Road	Prenton	B Road	Resurfacing
371	Taunton Road	Wallasey	Unclassified	Micro Asphalt
372	Hilton Grove	West Kirby and Thurstaston	Unclassified	Micro Asphalt
373	Linwood Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt

374	Esher Close	Bidston and St James	Unclassified	Micro Asphalt
375	Pensby Road	Pensby and Thingwall	B Road	Resurfacing
376	Vanderbyl Avenue	Bromborough	Unclassified	Micro Asphalt
377	Cottage Lane	Heswall	Unclassified	Micro Asphalt
378	Derwent Close	Bebington	Unclassified	Micro Asphalt
379	Gaybeech Close	Bidston and St James	Unclassified	Micro Asphalt
380	Holmlands Way	Oxton	Unclassified	Micro Asphalt
381	Kelsall Close	Oxton	Unclassified	Micro Asphalt
382	Leach Way	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
383	Lynas Street	Bidston and St James	Unclassified	Micro Asphalt
384	Nowshera Avenue	Pensby and Thingwall	Unclassified	Micro Asphalt
385	Pineridge Close	Bromborough	Unclassified	Micro Asphalt
386	Westway	Heswall	Unclassified	Micro Asphalt
387	Woodend	Pensby and Thingwall	Unclassified	Micro Asphalt
388	Sandfield Road	Upton	Unclassified	Micro Asphalt
389	Hardie Avenue	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
390	Forest Close	Hoylelake and Meols	Unclassified	Micro Asphalt
391	Dale Avenue	Bromborough	Unclassified	Micro Asphalt
392	Frensham Close	Clatterbridge	Unclassified	Micro Asphalt
393	Harrogate Road	Eastham	Unclassified	Micro Asphalt
394	The Leas	Pensby and Thingwall	Unclassified	Micro Asphalt
395	Roslin Road	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
396	Duncansby Drive	Clatterbridge	Unclassified	Micro Asphalt
397	Melloncroft Drive West	West Kirby and Thurstaston	Unclassified	Micro Asphalt
398	Meadowfield Close	Rock Ferry	Unclassified	Micro Asphalt
399	Keswick Avenue	Clatterbridge	Unclassified	Micro Asphalt
400	Langfield Grove	Eastham	Unclassified	Micro Asphalt
401	Parkway	Pensby and Thingwall;	Unclassified	Micro Asphalt
402	Goostrey Close	Clatterbridge	Unclassified	Micro Asphalt

403	Queensway	Heswall	Unclassified	Micro Asphalt
404	Norley Avenue	Eastham	Unclassified	Micro Asphalt
405	Woodside Road	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
406	Gotham Road	Clatterbridge	Unclassified	Micro Asphalt
407	Ennisdale Drive	West Kirby and Thurstaston	Unclassified	Micro Asphalt
408	Downham Drive	Heswall	Unclassified	Micro Asphalt
409	Greenacre Drive	Clatterbridge	Unclassified	Micro Asphalt
410	Edgewood Drive	Eastham	Unclassified	Micro Asphalt
411	Pensall Drive	Pensby and Thingwall	Unclassified	Micro Asphalt
412	Greenbank Road	West Kirby and Thurstaston	Unclassified	Micro Asphalt
413	Calveley Avenue	Eastham	Unclassified	Micro Asphalt
414	The Cedars	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
415	Tarran Road	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
416	Grant Road	Leasowe and Moreton East	Unclassified	Micro Asphalt
417	Mynsule Road	Clatterbridge	Unclassified	Micro Asphalt
418	Barrymore Way	Clatterbridge	Unclassified	Micro Asphalt
419	Mayfields South	Bromborough	Unclassified	Micro Asphalt
420	Clydesdale Road	Hoyle and Meols	Unclassified	Micro Asphalt
421	York Street	Bromborough	Unclassified	Micro Asphalt
422	Dee Park Close	Heswall	Unclassified	Micro Asphalt
423	Brook Street East	Birkenhead and Tranmere	Unclassified	Micro Asphalt
424	Tarran Way East	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
425	Florence Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
426	Shelton Road	Wallasey	Unclassified	Micro Asphalt
427	Blenheim Road	Liscard	Unclassified	Micro Asphalt
428	Redstone Drive	Heswall	Unclassified	Micro Asphalt
429	Thornton Grove	Bebington	Unclassified	Micro Asphalt
430	Woodpecker Close	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
431	Riverside	West Kirby and Thurstaston	Unclassified	Micro Asphalt

432	Martin's Lane	Liscard	Unclassified	Micro Asphalt
433	Garswood Close	Leasowe and Moreton East	Unclassified	Micro Asphalt
434	Alexander Drive	Pensby and Thingwall	Unclassified	Micro Asphalt
435	Corbyn Street	Seacombe	Unclassified	Micro Asphalt
436	Noctorum Dell	Claughton	Unclassified	Micro Asphalt
437	Pembroke Court	Rock Ferry	Unclassified	Micro Asphalt
438	Hillside Road	West Kirby and Thurstaston	Unclassified	Micro Asphalt
439	Badger's Set	West Kirby and Thurstaston	Unclassified	Micro Asphalt
440	Ravenscroft Road	Claughton	Unclassified	Micro Asphalt
441	Merebank	Claughton	Unclassified	Micro Asphalt
442	Harrow Grove	Eastham	Unclassified	Micro Asphalt
443	The Lydiate	Heswall	Unclassified	Micro Asphalt
444	Redcar Drive	Eastham	Unclassified	Micro Asphalt
445	Thingwall Drive	Pensby and Thingwall	Unclassified	Micro Asphalt
446	Old Gorsey Lane	Seacombe	Unclassified	Micro Asphalt
447	Regents Way	Bebington	Unclassified	Micro Asphalt
448	The Glade	Hoylelake and Meols	Unclassified	Micro Asphalt
449	Thorncroft Drive	Pensby and Thingwall	Unclassified	Micro Asphalt
450	Rufford Road	Seacombe	Unclassified	Micro Asphalt
451	Acton Road	Rock Ferry	Unclassified	Micro Asphalt
452	Johnson Road	Prenton	Unclassified	Micro Asphalt
453	Garrick Road	Prenton	Unclassified	Micro Asphalt
454	Axholme Close	Pensby and Thingwall	Unclassified	Micro Asphalt
455	Lang Lane South	West Kirby and Thurstaston	Unclassified	Micro Asphalt
456	Arderne Close	Clatterbridge	Unclassified	Micro Asphalt
457	Bennetts Hill	Oxton	Unclassified	Micro Asphalt
458	Croft Close	Claughton	Unclassified	Micro Asphalt
459	Tudorway	Heswall	Unclassified	Micro Asphalt
460	Arrowe Brook Road	Pensby and Thingwall	C Road	Resurfacing

461	Forest Road	Hoylake and Meols	Unclassified	Micro Asphalt
462	Lions Close	Claughton	Unclassified	Micro Asphalt
463	Oulton Way	Oxton	Unclassified	Micro Asphalt
464	Hazeldene Avenue	Liscard	Unclassified	Micro Asphalt
465	Westbrook Road	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
466	Thorsway	West Kirby and Thurstaston	Unclassified	Micro Asphalt
467	Arundel Close	Pensby and Thingwall	Unclassified	Micro Asphalt
468	Irvine Road	Prenton	Unclassified	Micro Asphalt
469	Border Road	Heswall	Unclassified	Micro Asphalt
470	George Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
471	Auburn Road	Wallasey	Unclassified	Micro Asphalt
472	Croft Drive West	West Kirby and Thurstaston	Unclassified	Micro Asphalt
473	Richardson Road	Rock Ferry	Unclassified	Micro Asphalt
474	Knox Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
475	Lennox Lane	Bidston and St James	Unclassified	Micro Asphalt
476	Beechfield Close	Heswall	Unclassified	Micro Asphalt
477	Stoney Hey Road	New Brighton	Unclassified	Micro Asphalt
478	Broadway	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
479	Pond View Close	Heswall	Unclassified	Micro Asphalt
480	Mount Avenue	Bebington	Unclassified	Micro Asphalt
481	Whiteheath Way	Leasowe and Moreton East	Unclassified	Micro Asphalt
482	Greenville Close	Bebington	Unclassified	Micro Asphalt
483	Hatton Avenue	Eastham	Unclassified	Micro Asphalt
484	Woodcote Bank	Rock Ferry	Unclassified	Micro Asphalt
485	Rosebery Avenue	Liscard	Unclassified	Micro Asphalt
486	Hill View Drive	Upton	Unclassified	Micro Asphalt
487	Central Park Avenue	Liscard	Unclassified	Micro Asphalt
488	Longacre Close	Wallasey	Unclassified	Micro Asphalt
489	Earlston Road	New Brighton	Unclassified	Micro Asphalt

490	Stonehouse Road	Wallasey	Unclassified	Micro Asphalt
491	Queen Mary's Drive	Bromborough	Unclassified	Micro Asphalt
492	The Grove	Bebington	Unclassified	Micro Asphalt
493	Prince Edward Street	Bidston and St James	Unclassified	Micro Asphalt
494	King George's Drive	Bromborough	Unclassified	Micro Asphalt
495	Orchard Road	Leasowe and Moreton East	Unclassified	Micro Asphalt
496	Ilchester Road	Bidston and St James	Unclassified	Micro Asphalt
497	St Paul's Road	Seacombe	C Road	Resurfacing
498	Boathouse Lane	Heswall	B Road	Resurfacing
499	Pensby Road	Heswall	B Road	Resurfacing
500	Bidston Road	Oxton	B Road	Resurfacing
501	Mount Road	Prenton	B Road	Resurfacing
502	Sandy Lane	West Kirby and Thurstaston	B Road	Resurfacing
503	Old Maryland Lane	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
504	Caldwell Drive	Upton	Unclassified	Micro Asphalt
505	Westview Close	Claughton	Unclassified	Micro Asphalt
506	St Peter's Mews	Rock Ferry	Unclassified	Micro Asphalt
507	Ollerton Close	Claughton	Unclassified	Micro Asphalt
508	Teehey Lane	Bebington	C Road	Resurfacing
509	Mather Road	Oxton	Unclassified	Micro Asphalt
510	Autumn Grove	Rock Ferry	Unclassified	Micro Asphalt
511	Limehurst Grove	Eastham	Unclassified	Micro Asphalt
512	Manorside Close	Upton	Unclassified	Micro Asphalt
513	Corporation Road	Bidston and St James	C Road	Resurfacing
514	Walker Place	Birkenhead and Tranmere	Unclassified	Micro Asphalt
515	Christchurch Road	Oxton	C Road	Resurfacing
516	Mount Road	Prenton	C Road	Resurfacing
517	Greasby Road	Greasby - Frankby and Irby	C Road	Resurfacing
518	King's Road	Bebington	C Road	Resurfacing

519	Old Greasby Road	Upton	Unclassified	Micro Asphalt
520	Unicorn Way	Birkenhead and Tranmere; Rock Ferry	Unclassified	Micro Asphalt
521	Slatey Road	Cloughton	C Road	Resurfacing
522	Kelsall Avenue	Eastham	Unclassified	Micro Asphalt
523	Norman Street	Cloughton; Bidston and St James	Unclassified	Micro Asphalt
524	Quarry Close	Heswall	Unclassified	Micro Asphalt
525	Riverbank Close	Heswall	Unclassified	Micro Asphalt
526	Christleton Close	Oxton	Unclassified	Micro Asphalt
527	Bridge Street	Bromborough	C Road	Resurfacing
528	Farley Avenue	Bromborough	Unclassified	Micro Asphalt
529	Heather Road	Bebington	Unclassified	Micro Asphalt
530	Hawks Way	Heswall	Unclassified	Micro Asphalt
531	Tyburn Close	Clatterbridge	Unclassified	Micro Asphalt
532	Oxton Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
533	Rickaby Close	Clatterbridge	Unclassified	Micro Asphalt
534	Thurstaston Road	West Kirby and Thurstaston	C Road	Resurfacing
535	Bracken Lane	Bebington	Unclassified	Micro Asphalt
536	Croome Drive	West Kirby and Thurstaston	Unclassified	Micro Asphalt
537	Carpenter's Lane	West Kirby and Thurstaston	Unclassified	Micro Asphalt
538	Osborne Road	Cloughton	Unclassified	Micro Asphalt
539	Sussex Close	Pensby and Thingwall	Unclassified	Micro Asphalt
540	King's Road	Bebington	C Road	Resurfacing
541	Mount Drive	Bebington	Unclassified	Micro Asphalt
542	Beryl Road	Cloughton	Unclassified	Micro Asphalt
543	Waverton Avenue	Oxton	Unclassified	Micro Asphalt
544	Dryden Close	Bidston and St James	Unclassified	Micro Asphalt
545	Hornby Avenue	Bromborough	Unclassified	Micro Asphalt
546	Raleigh Road	Leasowe and Moreton East	Unclassified	Micro Asphalt
547	Fairlawn Close	Clatterbridge	Unclassified	Micro Asphalt

548	Bosworth Close	Clatterbridge	Unclassified	Micro Asphalt
549	Elm Close	Pensby and Thingwall	Unclassified	Micro Asphalt
550	Jackson Close	Bebington	Unclassified	Micro Asphalt
551	Borough Road East	Birkenhead and Tranmere	Unclassified	Micro Asphalt
552	Benty Close	Bebington	Unclassified	Micro Asphalt
553	Milton Road	Birkenhead and Tranmere	Unclassified	Micro Asphalt
554	Closeburn Avenue	Heswall	Unclassified	Micro Asphalt
555	Arrowe Brook Road	Greasby, Frankby and Irby	C Road	Resurfacing
556	Leaffield Close	Pensby and Thingwall	Unclassified	Micro Asphalt
557	Gorsefield Close	Eastham	Unclassified	Micro Asphalt
558	Norwich Drive	Upton	Unclassified	Micro Asphalt
559	Howards Road	Pensby and Thingwall	Unclassified	Micro Asphalt
560	Hargrave Lane	Clatterbridge	Unclassified	Micro Asphalt
561	Wood Close	Birkenhead and Tranmere	Unclassified	Micro Asphalt
562	Thomas Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
563	Marsden Close	Liscard	Unclassified	Micro Asphalt
564	Woodfield Avenue	Bebington	Unclassified	Micro Asphalt
565	Islip Close	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
566	Meadowside	Leasowe and Moreton East	Unclassified	Micro Asphalt
567	Eastview Close	Cloughton	Unclassified	Micro Asphalt
568	Mumfords Lane	Hoylake and Meols	Unclassified	Micro Asphalt
569	Harborne Drive	Clatterbridge	Unclassified	Micro Asphalt
570	Broadmead	Heswall	Unclassified	Micro Asphalt
571	Birchfield	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
572	Keighley Avenue	Wallasey	Unclassified	Micro Asphalt
573	Curlew Court	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
574	Long Hey Road	West Kirby and Thurstaston	Unclassified	Micro Asphalt
575	Smilie Avenue	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
576	Heather Bank	Bebington	Unclassified	Micro Asphalt

577	High Bank Close	Cloughton	Unclassified	Micro Asphalt
578	Fulbrook Road	Clatterbridge	Unclassified	Micro Asphalt
579	Exmoor Close	Pensby and Thingwall	Unclassified	Micro Asphalt
580	Bradmoor Road	Bromborough	Unclassified	Micro Asphalt
581	Jeffreys Drive	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
582	Redmere Drive	Heswall	Unclassified	Micro Asphalt
583	Kings Court	Hoylake and Meols	Unclassified	Micro Asphalt
584	Saughall Massie Road	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
585	Paltridge Way	Pensby and Thingwall	Unclassified	Micro Asphalt
586	Rhona Close	Clatterbridge	Unclassified	Micro Asphalt
587	Thornton Avenue	Bebington	Unclassified	Micro Asphalt
588	Holt Hill	Birkenhead and Tranmere	Unclassified	Micro Asphalt
589	Thingwall Road	Greasby, Frankby and Irby	C Road	Resurfacing
590	Borough Road	Prenton	C Road	Resurfacing
591	Brook Street	Bidston and St James	Unclassified	Micro Asphalt
592	Rock Lane West	Rock Ferry	C Road	Resurfacing
593	Ackers Road	Upton	Unclassified	Micro Asphalt
594	Rock Lane West	Rock Ferry	C Road	Resurfacing
595	Marcus Street	Bidston and St James	Unclassified	Micro Asphalt
596	Campbeltown Road	Rock Ferry	Unclassified	Micro Asphalt
597	Wynstay Road	Hoylake and Meols	Unclassified	Micro Asphalt
598	Dale View Close	Pensby and Thingwall	Unclassified	Micro Asphalt
599	Cottage Street	Bidston and St James	Unclassified	Micro Asphalt
600	Kingswood Boulevard	Bebington	Unclassified	Micro Asphalt
601	Longfield Close	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
602	Drake Road	Leasowe and Moreton East	Unclassified	Micro Asphalt
603	Mount Road	Prenton	C Road	Resurfacing
604	Morello Drive	Clatterbridge	Unclassified	Micro Asphalt
605	Magnolia Walk	Greasby and Frankby and Irby	Unclassified	Micro Asphalt

606	Brookside Crescent	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
607	Tynron Grove	Cloughton	Unclassified	Micro Asphalt
608	Silverdale Road	Bebington	Unclassified	Micro Asphalt
609	Almond Way	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
610	Treforris Road	Wallasey	Unclassified	Micro Asphalt
611	Ladyewood Road	Seacombe	Unclassified	Micro Asphalt
612	Orret's Meadow Road	Upton	Unclassified	Micro Asphalt
613	Manor Place	Bromborough	Unclassified	Micro Asphalt
614	Mount Road	Prenton	C Road	Resurfacing
615	Broster Avenue	Moreton West and Saughall Massie	Unclassified	Micro Asphalt
616	Devizes Drive	Greasby and Frankby and Irby	Unclassified	Micro Asphalt
617	Carrington Road	New Brighton	Unclassified	Micro Asphalt
618	Monks Way	Bebington	Unclassified	Micro Asphalt
619	Murrayfield Drive	Leasowe and Moreton East	Unclassified	Micro Asphalt
620	Station Road	Clatterbridge	C Road	Resurfacing
621	Ross Avenue	Leasowe and Moreton East	Unclassified	Micro Asphalt
622	Quigley Street	Rock Ferry	Unclassified	Micro Asphalt
623	Woodhead Street	Bromborough	Unclassified	Micro Asphalt
624	Cloughton Road	Birkenhead and Tranmere	C Road	Resurfacing
625	Durley Drive	Prenton	Unclassified	Micro Asphalt
626	Greenwood Lane	Liscard	Unclassified	Micro Asphalt
627	The Kirklands	West Kirby and Thurstaston	Unclassified	Micro Asphalt
628	Woodland Grove	Rock Ferry	Unclassified	Micro Asphalt
629	Bulkeley Road	Seacombe	Unclassified	Micro Asphalt
630	Warren Hey	Clatterbridge	Unclassified	Micro Asphalt
631	Athelstan Close	Bromborough	Unclassified	Micro Asphalt
632	Aylesbury Avenue	Oxton	Unclassified	Micro Asphalt
633	Carlisle Mews	Birkenhead and Tranmere	Unclassified	Micro Asphalt
634	Higher Bebington Road	Bebington	Unclassified	Micro Asphalt

635	Hilary Drive	Upton	Unclassified	Micro Asphalt
636	Milton Crescent	Heswall	Unclassified	Micro Asphalt
637	Ossett Close	Claughton	Unclassified	Micro Asphalt
638	Overton Close	Oxton	Unclassified	Micro Asphalt
639	Redmond Street	Birkenhead and Tranmere	Unclassified	Micro Asphalt
640	Shawbury Avenue	Bebington	Unclassified	Micro Asphalt
641	St Davids Lane	Claughton	Unclassified	Micro Asphalt
642	Stevenson Drive	Clatterbridge	Unclassified	Micro Asphalt

Red Priority Pavements – Likely to be Programmed in the Next 2 Years (2022/23 – 2023/24)

No.	Road Name	Ward	Class	Surface Treatment
1	Venables Drive	Clatterbridge	Unclassified	Footway Slurry
2	Rake Lane	Liscard	B Road	Footway Reconstruction
3	Brougham Road	Seacombe	Unclassified	Footway Reconstruction
4	King's Parade	New Brighton	A Road	Footway Reconstruction
5	Carr Bridge Road	Upton	Unclassified	Footway Reconstruction
6	Ennisdale Drive	West Kirby and Thurstaston	Unclassified	Footway Slurry
7	Tower Road	Seacombe	A Road	Footway Reconstruction
8	Liscard Village	Liscard	A Road	Footway Reconstruction
9	Langdale Road	Wallasey	Unclassified	Footway Reconstruction
10	Chesterfield Road	Eastham	Unclassified	Footway Slurry
11	Thingwall Road East	Pensby and Thingwall	C Road	Footway Reconstruction
12	Neale Drive	Greasby and Frankby and Irby	Unclassified	Footway Slurry
13	Bayswater Road	Wallasey	A Road	Footway Reconstruction
14	Heath Road	Bebington	C Road	Footway Reconstruction

15	Howell Drive	Greasby and Frankby and Irby	Unclassified	Footway Slurry
16	Park Road North	Claughton	A Road	Footway Reconstruction
17	Market Street	Hoylake and Meols	A Road	Footway Reconstruction
18	Village Road	Bebington	B Road	Footway Reconstruction
19	Turney Road	Liscard	Unclassified	Footway Reconstruction
20	Hamilton Street	Birkenhead and Tranmere	A Road	Footway Reconstruction
21	Seaview Road	Liscard	C Road	Footway Reconstruction
22	East O Hills Close	Heswall	Unclassified	Footway Slurry
23	Monk Road	Liscard	Unclassified	Footway Reconstruction
24	Springfield Avenue	West Kirby and Thurstaston	Unclassified	Footway Slurry
25	Vittoria Street	Bidston and St James	Unclassified	Footway Reconstruction
26	Chester Street	Birkenhead and Tranmere	A Road	Footway Reconstruction
27	New Hey Road	Upton	Unclassified	Footway Reconstruction
28	Allport Road	Eastham	Unclassified	Footway Reconstruction
29	West Road	Claughton	Unclassified	Footway Slurry
30	Liscard Road	Liscard	A Road	Footway Reconstruction

31	Oriel Road	Rock Ferry	Unclassified	Footway Reconstruction
32	Orston Crescent	Clatterbridge	Unclassified	Footway Slurry
33	Steel Avenue	New Brighton	Unclassified	Footway Reconstruction
34	Gorseysville Road	Bebington	Unclassified	Footway Reconstruction
35	Fairfield Road	Rock Ferry	Unclassified	Footway Reconstruction
36	Breck Road	Seacombe	B Road	Footway Reconstruction
37	St Hilary Brow	Wallasey	A Road	Footway Reconstruction
38	Hessle Drive	Heswall	Unclassified	Footway Slurry
39	Upton Road	Claughton	A Road	Footway Reconstruction
40	Hawthorne Road	Prenton	Unclassified	Footway Reconstruction
41	Atherton Street	New Brighton	Unclassified	Footway Reconstruction
42	Park Road	Rock Ferry	Unclassified	Footway Reconstruction
43	Old Chester Road	Rock Ferry	B Road	Footway Reconstruction
44	Delavor Road	Heswall	Unclassified	Footway Slurry
45	Ford Drive	Upton	Unclassified	Footway Reconstruction
46	Brighton Street	Seacombe	A Road	Footway Reconstruction

47	Martin's Lane	Liscard	C Road	Footway Reconstruction
48	Rendel Street	Birkenhead and Tranmere	A Road	Footway Reconstruction
49	Bidston Road	Claughton	B Road	Footway Reconstruction
50	Borough Road	Birkenhead and Tranmere	A Road	Footway Reconstruction
51	Sheen Road	New Brighton	Unclassified	Footway Reconstruction
52	Thorness Close	Greasby, Frankby and Irby	Unclassified	Footway Slurry
53	Oakdale Drive	Greasby, Frankby and Irby	Unclassified	Footway Slurry
54	Fulbrook Road	Clatterbridge	Unclassified	Footway Slurry
55	Wallasey Village	Wallasey	A Road	Footway Reconstruction
56	Liscard Crescent	Liscard	A Road	Footway Reconstruction
57	Woodchurch Road	Upton	A Road	Footway Reconstruction
58	Pasture Road	Moreton West and Saughall Massie	A Road	Footway Reconstruction
59	Pensby Road	Pensby and Thingwall	B Road	Footway Reconstruction
60	Saughall Massie Road	Moreton West and Saughall Massie	B Road	Footway Reconstruction
61	Whetstone Lane	Birkenhead and Tranmere	A Road	Footway Reconstruction
62	St Anne's Close	Birkenhead and Tranmere	Unclassified	Footway Reconstruction

63	Greendale Road	Bromborough	Unclassified	Footway Reconstruction
64	Rowson Street	New Brighton	A Road	Footway Reconstruction
65	Mollington Road	Seacombe	Unclassified	Footway Reconstruction
66	Kendal Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
67	Knowsley Road	Rock Ferry	Unclassified	Footway Reconstruction
68	Tunnel Road	Birkenhead and Tranmere	A Road	Footway Reconstruction
69	Station Road	Hoylake and Meols	Unclassified	Footway Reconstruction
70	Asquith Avenue	Bidston and St James	Unclassified	Footway Reconstruction
71	Cleveland Street	Bidston and St James	A Road	Footway Reconstruction
72	Hinson Street	Birkenhead and Tranmere	A Road	Footway Reconstruction
73	Bedford Drive	Prenton	C Road	Footway Reconstruction
74	Bluebell Avenue	Claughton	Unclassified	Footway Reconstruction
75	Mill Hill	Oxton	B Road	Footway Reconstruction
76	Station Road	West Kirby and Thurstaston	Unclassified	Footway Slurry
77	Fender Way	Bidston and St James	Unclassified	Footway Reconstruction
78	Alderley Road	Liscard	Unclassified	Footway Slurry

79	Duke Street	Bidston and St James	A Road	Footway Reconstruction
80	York Avenue	West Kirby and Thurstaston	Unclassified	Footway Slurry
81	Spital Road	Bromborough	B Road	Footway Reconstruction
82	Wallasey Road	Liscard	A Road	Footway Reconstruction
83	Manor Road	Liscard	B Road	Footway Reconstruction
84	Eastham Village Road	Eastham	B Road	Footway Reconstruction
85	Harrison Drive	Wallasey	A Road	Footway Reconstruction
86	Cheverton Close	Upton	Unclassified	Footway Reconstruction
87	Irby Road	Pensby and Thingwall	C Road	Footway Reconstruction
88	Freeman Street	Birkenhead and Tranmere	Unclassified	Footway Slurry
89	Moreton Road	Upton	A Road	Footway Reconstruction
90	Penkett Road	New Brighton	Unclassified	Footway Reconstruction
91	Ball's Road East	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
92	Davenport Road	Heswall	Unclassified	Footway Slurry
93	Dock Road	Seacombe	A Road	Footway Slurry
94	Poulton Road	Seacombe	B Road	Footway Reconstruction

95	Arrowe Park Road	Pensby and Thingwall	A Road	Footway Reconstruction
96	Wellington Road	Bebington	Unclassified	Footway Slurry
97	Meols Parade	Hoylake and Meols	Unclassified	Footway Slurry
98	Kingsway	Seacombe	A Road	Footway Reconstruction
99	King Street	Liscard	A Road	Footway Reconstruction
100	Allport Lane	Bromborough	Unclassified	Footway Slurry
101	Dawstone Road	Heswall	Unclassified	Footway Slurry
102	Cedar Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
103	Boundary Road	Claughton	B Road	Footway Reconstruction
104	Conway Street	Birkenhead and Tranmere	A Road	Footway Reconstruction
105	Dell Lane	Heswall	Unclassified	Footway Slurry
106	Bebington Road	Rock Ferry	B Road	Footway Reconstruction
107	Royden Road	Upton	Unclassified	Footway Reconstruction
108	Manor Lane	Liscard	Unclassified	Footway Reconstruction
109	Corinthian Street	Rock Ferry	Unclassified	Footway Reconstruction
110	Cross Lane	Bebington	Unclassified	Footway Reconstruction
111	Cleveland Street	Bidston and St James	A Road	Footway Slurry

112	Laburnum Grove	Greasby, Frankby and Irby	Unclassified	Footway Slurry
113	Laird Street	Bidston and St James	A Road	Footway Reconstruction
114	Mount Road	Bebington	B Road	Footway Reconstruction
115	Dee Lane	Hoylake and Meols	B Road	Footway Reconstruction
116	Bridge Street	Birkenhead and Tranmere	C Road	Footway Reconstruction
117	Bronington Avenue	Eastham	Unclassified	Footway Slurry
118	North Parade	Hoylake and Meols	Unclassified	Footway Slurry
119	Cressingham Road	New Brighton	Unclassified	Footway Reconstruction
120	Greasby Road	Greasby and Frankby and Irby	B Road	Footway Reconstruction
121	Sandy Lane	West Kirby and Thurstaston	B Road	Footway Slurry
122	Trinity Street	Bidston and St James	Unclassified	Footway Reconstruction
123	Sandy Lane	West Kirby and Thurstaston	B Road	Footway Reconstruction
124	Ennisdale Drive	West Kirby and Thurstaston	Unclassified	Footway Slurry
125	Seabank Road	New Brighton	A Road	Footway Reconstruction
126	Sandlea Park	Hoylake and Meols	Unclassified	Footway Reconstruction
127	Greenbank Drive	Pensby and Thingwall	Unclassified	Footway Slurry
128	Sunningdale Road	Wallasey	Unclassified	Footway Reconstruction

129	The Crescent	Bebington	Unclassified	Footway Reconstruction
130	Long Meadow	Heswall	Unclassified	Footway Slurry
131	Inley Road	Clatterbridge	Unclassified	Footway Slurry
132	Beaufort Road	Bidston and St James	A Road	Footway Reconstruction
133	Stringhey Road	Liscard	Unclassified	Footway Reconstruction
134	Cloughton Road	Birkenhead and Tranmere	C Road	Footway Reconstruction
135	Chatsworth Road	Rock Ferry	Unclassified	Footway Reconstruction
136	Hose Side Road	Wallasey	C Road	Footway Reconstruction
137	Long Meadow	Heswall	Unclassified	Footway Slurry
138	Carr Gate	Moreton West and Saughall Massie	Unclassified	Footway Slurry
139	New Ferry Road	Bromborough	Unclassified	Footway Slurry
140	Acre Lane	Heswall	Unclassified	Footway Slurry
141	Bedford Road	Rock Ferry	B Road	Footway Reconstruction
142	Water Street	Bromborough	Unclassified	Footway Reconstruction
143	Telegraph Road	Heswall	A Road	Footway Reconstruction
144	Charles Road	Hoylake and Meols	Unclassified	Footway Slurry
145	Abbots Drive	Bebington	Unclassified	Footway Slurry

146	Upper Brassey Street	Bidston and St James	Unclassified	Footway Reconstruction
147	Church Meadow Lane	Heswall	Unclassified	Footway Slurry
148	Laburnum Road	New Brighton	Unclassified	Footway Slurry
149	Pye Road	Heswall	Unclassified	Footway Slurry
150	Meadowcroft	Heswall	Unclassified	Footway Slurry
151	Sunfield Road	Leasowe and Moreton East	Unclassified	Footway Slurry
152	Birchway	Heswall	Unclassified	Footway Slurry
153	Quarry Avenue	Clatterbridge	Unclassified	Footway Slurry
154	Valentia Road	Hoylake and Meols	Unclassified	Footway Reconstruction
155	Singleton Avenue	Oxton	A Road	Footway Reconstruction
156	School Lane	Hoylake and Meols	Unclassified	Footway Slurry
157	None	Birkenhead and Tranmere	A Road	Footway Reconstruction
158	Black Horse Hill	West Kirby and Thurstaston	B Road	Footway Slurry
159	Ashford Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
160	The Spinney	Heswall	Unclassified	Footway Slurry
161	Marine Promenade	New Brighton	Unclassified	Footway Slurry
162	Riverview Road	Seacombe	Unclassified	Footway Reconstruction
163	Frensham Close	Clatterbridge	Unclassified	Footway Slurry
164	Thomas Street	Birkenhead and Tranmere	Unclassified	Footway Slurry

165	Edale Close	Eastham	Unclassified	Footway Slurry
166	Overchurch Road	Moreton West and Saughall Massie	Unclassified	Footway Slurry
167	Argyle Street	Birkenhead and Tranmere	A Road	Footway Reconstruction
168	Mallory Road	Prenton	Unclassified	Footway Slurry
169	Upton By-Pass	Upton	A Road	Footway Reconstruction
170	Sandham Grove	Heswall	Unclassified	Footway Slurry
171	Ashlea Road	Pensby and Thingwall	Unclassified	Footway Slurry
172	Goostrey Close	Clatterbridge	Unclassified	Footway Slurry
173	Alexandra Road	New Brighton	Unclassified	Footway Reconstruction
174	Mount Grove	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
175	Thorns Drive	Greasby, Frankby and Irby	Unclassified	Footway Slurry
176	Brook Street East	Birkenhead and Tranmere	Unclassified	Footway Slurry
177	Hilbre Court	West Kirby and Thurstaston	Unclassified	Footway Slurry
178	Grove Street	Bromborough	Unclassified	Footway Slurry
179	Grammar School Lane	West Kirby and Thurstaston	Unclassified	Footway Slurry
180	Bentley Road	Pensby and Thingwall	Unclassified	Footway Slurry
181	Leasowe Road	Wallasey	A Road	Footway Reconstruction
182	Darleydale Drive	Eastham	Unclassified	Footway Slurry
183	Woodfield Road	Clatterbridge	Unclassified	Footway Slurry

184	St Peter's Road	Rock Ferry	Unclassified	Footway Slurry
185	Hillside Road	Heswall	Unclassified	Footway Slurry
186	Exmouth Street	Birkenhead and Tranmere	A Road	Footway Reconstruction
187	Pearson Road	Birkenhead and Tranmere	B Road	Footway Reconstruction
188	Watson Street	Birkenhead and Tranmere	A Road	Footway Reconstruction
189	Tansley Close	West Kirby and Thurstaston	Unclassified	Footway Slurry
190	Dee Park Road	Heswall	Unclassified	Footway Slurry
191	Cleveland Street	Birkenhead and Tranmere	A Road	Footway Slurry
192	Millersdale Close	Eastham	Unclassified	Footway Slurry
193	Imperial Avenue	New Brighton	Unclassified	Footway Reconstruction
194	Gautby Road	Bidston and St James	Unclassified	Footway Reconstruction
195	Sandymount Drive	Clatterbridge	Unclassified	Footway Slurry
196	Milner Road	Heswall	Unclassified	Footway Slurry
197	Town Lane	Bebington	B Road	Footway Reconstruction
198	Melloncroft Drive West	West Kirby and Thurstaston	Unclassified	Footway Slurry
199	Langdale Avenue	Pensby and Thingwall	Unclassified	Footway Slurry
200	Garrick Avenue	Moreton West and Saughall Massie	Unclassified	Footway Slurry
201	Baskervyle Close	Heswall	Unclassified	Footway Slurry

202	Mill Lane	Liscard	A Road	Footway Reconstruction
203	Sandy Lane	Greasby, Frankby and Irby	Unclassified	Footway Slurry
204	Downham Road North	Pensby and Thingwall	Unclassified	Footway Slurry
205	Park Road South	Claughton	C Road	Footway Reconstruction
206	Oldfield Way	Heswall	Unclassified	Footway Slurry
207	Meols Drive	Hoylake and Meols	A Road	Footway Slurry
208	Duncan Street	Birkenhead and Tranmere	A Road	Footway Reconstruction
209	Storeton Lane	Pensby and Thingwall	C Road	Footway Slurry
210	Vittoria Street	Bidston and St James	Unclassified	Footway Slurry
211	Hoylake Road	Bidston and St James	A Road	Footway Reconstruction
212	Birkenhead Road	Hoylake and Meols	A Road	Footway Reconstruction
213	Tarran Way East	Moreton West and Saughall Massie	Unclassified	Footway Slurry
214	Chorley Way	Clatterbridge	Unclassified	Footway Slurry
215	Allport Lane	Bromborough	Unclassified	Footway Slurry
216	Teehey Lane	Bebington	C Road	Footway Reconstruction
217	Thorns Drive	Greasby, Frankby and Irby	Unclassified	Footway Slurry
218	Castleway South	Leasowe and Moreton East	Unclassified	Footway Slurry
219	Meols Drive	Hoylake and Meols	A Road	Footway Reconstruction

220	Urmson Road	Liscard	Unclassified	Footway Slurry
221	Latham Way	Clatterbridge	Unclassified	Footway Slurry
222	Abbots Drive	Bebington	Unclassified	Footway Slurry
223	Winfrith Drive	Clatterbridge	Unclassified	Footway Slurry
224	Kempton Road	Bromborough	Unclassified	Footway Slurry
225	Carham Road	Hoylake and Meols	Unclassified	Footway Slurry
226	Beverley Drive	Heswall	Unclassified	Footway Slurry
227	Leasowe Road	Leasowe and Moreton East	A Road	Footway Slurry
228	Thorncroft Drive	Pensby and Thingwall	Unclassified	Footway Slurry
229	North Road	Prenton	Unclassified	Footway Slurry
230	Bufs Lane	Heswall	Unclassified	Footway Slurry
231	Broughton Avenue	West Kirby and Thurstaston	Unclassified	Footway Slurry
232	Rolleston Drive	Clatterbridge	Unclassified	Footway Slurry
233	Warren Hey	Clatterbridge	Unclassified	Footway Slurry
234	New Chester Road	Rock Ferry	B Road	Footway Reconstruction
235	Stadium Road	Bromborough	Unclassified	Footway Slurry
236	Dovepoint Road	Hoylake and Meols	Unclassified	Footway Slurry
237	Carisbrooke Close	West Kirby and Thurstaston	Unclassified	Footway Slurry
238	Church Road	Birkenhead and Tranmere	B Road	Footway Reconstruction
239	Rullerton Road	Liscard	Unclassified	Footway Reconstruction

240	Ruskin Avenue	Liscard	Unclassified	Footway Slurry
241	Latchford Road	Heswall	Unclassified	Footway Slurry
242	Seafield Road	Bromborough	Unclassified	Footway Slurry
243	Frankby Road	West Kirby and Thurstaston	B Road	Footway Reconstruction
244	Old Gorsey Lane	Seacombe	Unclassified	Footway Slurry
245	Higher Bebington Road	Bebington	Unclassified	Footway Slurry
246	Dorset Drive	Pensby and Thingwall	Unclassified	Footway Slurry
247	Highfield Drive	Greasby, Frankby and Irby	Unclassified	Footway Slurry
248	Grange Road	Hoylake and Meols	A Road	Footway Reconstruction
249	Bebington Road	Bromborough	B Road	Footway Slurry
250	Twickenham Drive	Leasowe and Moreton East	Unclassified	Footway Slurry
251	Woodchurch Road	Upton	A Road	Footway Slurry
252	Irvine Road	Prenton	Unclassified	Footway Slurry
253	Wastdale Drive	Moreton West and Saughall Massie	Unclassified	Footway Slurry
254	Rockland Road	Wallasey	Unclassified	Footway Slurry
255	Suncroft Road	Heswall	Unclassified	Footway Slurry
256	Higher Bebington Road	Bebington	Unclassified	Footway Slurry
257	Limekiln Lane	Seacombe	Unclassified	Footway Slurry
258	New Chester Road	Eastham	A Road	Footway Slurry
259	Mount Grove	Birkenhead and Tranmere	Unclassified	Footway Slurry

260	Edgewood Road	Hoylake and Meols	Unclassified	Footway Slurry
261	Pensby Road	Pensby and Thingwall	B Road	Footway Slurry
262	Norwood Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
263	Onslow Road	Bromborough	Unclassified	Footway Slurry
264	Hillcrest Drive	Greasby, Frankby and Irby	Unclassified	Footway Slurry
265	Ridgewood Drive	Pensby and Thingwall	Unclassified	Footway Slurry
266	The Mount	Heswall	Unclassified	Footway Slurry
267	Park Way	Hoylake and Meols	Unclassified	Footway Slurry
268	Frankby Road	Greasby, Frankby and Irby	B Road	Footway Slurry
269	Springhill Avenue	Eastham	Unclassified	Footway Slurry
270	Davenport Close	West Kirby and Thurstaston	Unclassified	Footway Slurry
271	New Chester Road	Eastham	A Road	Footway Slurry
272	Mallory Road	Prenton	Unclassified	Footway Slurry
273	Barker Lane	Greasby, Frankby and Irby	Unclassified	Footway Slurry
274	Lyndhurst Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
275	Hillside Road	Heswall	Unclassified	Footway Slurry
276	Hillview Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
277	Pineridge Close	Bromborough	Unclassified	Footway Slurry
278	Malvern Grove	Prenton	Unclassified	Footway Slurry
279	Berrylands Road	Moreton West and Saughall Massie	Unclassified	Footway Slurry
280	Milner Road	Heswall	Unclassified	Footway Slurry

281	Telegraph Road	Heswall	A Road	Footway Slurry
282	Commercial Road	Bromborough	Unclassified	Footway Slurry
283	Mosedale Road	Bromborough	Unclassified	Footway Slurry
284	Frankby Road	West Kirby and Thurstaston	B Road	Footway Slurry
285	Birket Avenue	Leasowe and Moreton East	Unclassified	Footway Slurry
286	Wheatland Lane	Seacombe	B Road	Footway Slurry
287	Meols Drive	Hoylake and Meols	A Road	Footway Slurry
288	Long Meadow	Heswall	Unclassified	Footway Slurry
289	Column Road	West Kirby and Thurstaston	A Road	Footway Slurry
290	Yeoman Cottages	Hoylake and Meols	Unclassified	Footway Slurry

Amber Priority Pavements – Likely to be Programmed in the Next 5 Years (2024/25 – 2026/27)

No.	Road Name	Ward	Class	Surface Treatment
1	Prenton Hall Road	Prenton	Unclassified	Footway Reconstruction
2	Arrowe Road	Greasby and Frankby and Irby	C Road	Footway Reconstruction
3	Moorfields Avenue	Claughton	Unclassified	Footway Reconstruction
4	Rycroft Road	Seacombe	Unclassified	Footway Reconstruction
5	Ivy Lane	Leasowe and Moreton East	Unclassified	Footway Slurry
6	Heathbank Avenue	Greasby, Frankby and Irby	Unclassified	Footway Slurry
7	Chester Road	Heswall	A Road	Footway Slurry
8	Telegraph Road	Heswall	A Road	Footway Slurry
9	Connaught Close	Bidston and St James	Unclassified	Footway Slurry
10	Stanley Lane	Eastham	Unclassified	Footway Slurry
11	Commercial Road	Bromborough	Unclassified	Footway Slurry
12	Daneswell Drive	Leasowe and Moreton East	Unclassified	Footway Slurry
13	Dock Road	Seacombe	A Road	Footway Slurry
14	Stanley Road	Hoylake and Meols	Unclassified	Footway Slurry
15	Pump Lane	Greasby, Frankby and Irby	C Road	Footway Slurry
16	Centurion Close	Hoylake and Meols	Unclassified	Footway Slurry
17	Earlston Road	New Brighton	Unclassified	Footway Reconstruction
18	Vaughan Road	New Brighton	Unclassified	Footway Reconstruction
19	Limekiln Lane	Seacombe	Unclassified	Footway Slurry
20	Brimstage Road	Heswall	A Road	Footway Slurry

21	Allport Lane	Bromborough	Unclassified	Footway Slurry
22	Temple Road	Prenton	Unclassified	Footway Reconstruction
23	Rosemead Avenue	Pensby and Thingwall	Unclassified	Footway Slurry
24	Bufs Lane	Heswall	Unclassified	Footway Slurry
25	Donne Avenue	Clatterbridge	Unclassified	Footway Slurry
26	Millhouse Lane	Moreton West and Saughall Massie	Unclassified	Footway Slurry
27	Beech Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
28	Rhodesway	Heswall	Unclassified	Footway Slurry
29	Halcyon Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
30	Town Lane	Bebington	B Road	Footway Slurry
31	Allangate Close	Greasby, Frankby and Irby	Unclassified	Footway Slurry
32	Lombardy Avenue	Greasby, Frankby and Irby	Unclassified	Footway Slurry
33	Cranborne Avenue	Hoylake and Meols	Unclassified	Footway Slurry
34	Overdale Avenue	Pensby and Thingwall	Unclassified	Footway Slurry
35	Birch Avenue	Moreton West and Saughall Massie	Unclassified	Footway Slurry
36	Cornelius Drive	Pensby and Thingwall	Unclassified	Footway Slurry
37	Meols Drive	Hoylake and Meols	A Road	Footway Slurry
38	Hillview Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
39	Mulveton Road	Clatterbridge	Unclassified	Footway Slurry
40	Elleray Park Road	Wallasey	Unclassified	Footway Reconstruction
41	Grasville Road	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
42	Ronaldsway	Heswall	Unclassified	Footway Slurry
43	Arrowe Brook Road	Greasby, Frankby and Irby	C Road	Footway Slurry
44	Green Lane	Birkenhead and Tranmere	Unclassified	Footway Slurry
45	Milner Road	Heswall	Unclassified	Footway Slurry

46	Woodward Road	Rock Ferry	Unclassified	Footway Slurry
47	Canning Street	Birkenhead and Tranmere	A Road	Footway Slurry
48	Woodchurch Road	Prenton	A Road	Footway Slurry
49	Wheatland Lane	Seacombe	B Road	Footway Slurry
50	Friars Close	Bebington	Unclassified	Footway Slurry
51	Bridge Street	Birkenhead and Tranmere	C Road	Footway Slurry
52	Holland Road	New Brighton	Unclassified	Footway Slurry
53	Canning Street	Birkenhead and Tranmere	A Road	Footway Slurry
54	Carlton Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
55	Aspinall Street	Bidston and St James	Unclassified	Footway Reconstruction
56	Plymyard Avenue	Eastham	Unclassified	Footway Slurry
57	Bradmoor Road	Bromborough	Unclassified	Footway Slurry
58	Fornalls Green Lane	Hoylake and Meols	Unclassified	Footway Slurry
59	Station Road	West Kirby and Thurstaston	Unclassified	Footway Slurry
60	Column Road	West Kirby and Thurstaston	A Road	Footway Slurry
61	Quarry Road West	Heswall	Unclassified	Footway Slurry
62	Woodkind Hey	Clatterbridge	Unclassified	Footway Slurry
63	Gotham Road	Clatterbridge	Unclassified	Footway Slurry
64	Rosedale Road	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
65	Park Way	Hoylake and Meols	Unclassified	Footway Slurry
66	Meols Parade	Hoylake and Meols	Unclassified	Footway Slurry
67	Brighton Street	Seacombe	A Road	Footway Slurry
68	Leeswood Road	Upton	Unclassified	Footway Reconstruction
69	Beckwith Street	Bidston and St James	Unclassified	Footway Reconstruction
70	Sedbergh Road	Wallasey	Unclassified	Footway Slurry

71	Mark Rake	Bromborough	Unclassified	Footway Reconstruction
72	Redmond Street	Birkenhead and Tranmere	Unclassified	Footway Slurry
73	Glenwood Drive	Greasby, Frankby and Irby	Unclassified	Footway Slurry
74	Lyndhurst Road	Wallasey	Unclassified	Footway Reconstruction
75	Leasowe Road	Leasowe and Moreton East	A Road	Footway Slurry
76	Greenville Close	Bebington	Unclassified	Footway Slurry
77	Pensby Road	Pensby and Thingwall	B Road	Footway Slurry
78	Sandy Lane	West Kirby and Thurstaston	B Road	Footway Slurry
79	Corporation Road	Bidston and St James	B Road	Footway Slurry
80	Arthur Street	Bidston and St James	Unclassified	Footway Slurry
81	Whitfield Lane	Heswall	Unclassified	Footway Slurry
82	Storeton Road	Prenton	B Road	Footway Slurry
83	Birket Avenue	Leasowe and Moreton East	Unclassified	Footway Slurry
84	Heron Road	Hoyle and Meols	C Road	Footway Slurry
85	Bridle Road	Eastham	Unclassified	Footway Slurry
86	Hesketh Avenue	Rock Ferry	Unclassified	Footway Reconstruction
87	Allcot Avenue	Prenton	Unclassified	Footway Reconstruction
88	Kelvin Road	Seacombe	B Road	Footway Slurry
89	Carlton Road	New Brighton	Unclassified	Footway Slurry
90	Rivacre Road	Eastham	B Road	Footway Slurry
91	Woodchurch Road	Upton	A Road	Footway Slurry
92	Clarke Avenue	Rock Ferry	Unclassified	Footway Slurry
93	Escolme Drive	Greasby, Frankby and Irby	Unclassified	Footway Slurry
94	Gayton Lane	Heswall	Unclassified	Footway Slurry
95	Corporation Road	Bidston and St James	B Road	Footway Slurry

96	Berrylands Road	Moreton West and Saughall Massie	Unclassified	Footway Slurry
97	Grosvenor Drive	New Brighton	Unclassified	Footway Reconstruction
98	Clatterbridge Road	Clatterbridge	B Road	Footway Slurry
99	Grosvenor Road	Claughton	Unclassified	Footway Slurry
100	Kingsley Road	Seacombe	Unclassified	Footway Reconstruction
101	Orchard Road	Leasowe and Moreton East	Unclassified	Footway Slurry
102	Parkhurst Road	Prenton	Unclassified	Footway Reconstruction
103	Highfield Road	Rock Ferry	Unclassified	Footway Slurry
104	Chester Road	Heswall	A Road	Footway Slurry
105	New Chester Road	Bromborough	B Road	Footway Slurry
106	New Chester Road	Eastham	A Road	Footway Slurry
107	Clifford Road	Seacombe	Unclassified	Footway Reconstruction
108	Thornton Road	Rock Ferry	C Road	Footway Reconstruction
109	Bryanston Road	Prenton	Unclassified	Footway Slurry
110	Woodcroft Lane	Bebington	Unclassified	Footway Slurry
111	The Royal	Hoylake and Meols	Unclassified	Footway Slurry
112	Westminster Road	Liscard	Unclassified	Footway Slurry
113	Castleway South	Leasowe and Moreton East	Unclassified	Footway Slurry
114	Lombardy Avenue	Greasby, Frankby and Irby	Unclassified	Footway Slurry
115	Irby Road	Pensby and Thingwall	C Road	Footway Slurry
116	Wallasey Bridge Road	Bidston and St James	A Road	Footway Slurry
117	Florence Avenue	Heswall	Unclassified	Footway Slurry
118	Higher Bebington Road	Bebington	Unclassified	Footway Reconstruction

119	Pagewood Close	Claughton	Unclassified	Footway Reconstruction
120	Plymyard Avenue	Eastham	Unclassified	Footway Reconstruction
121	Alexander Drive	Pensby and Thingwall	Unclassified	Footway Slurry
122	Parkside Road	Rock Ferry	Unclassified	Footway Reconstruction
123	Sandringham Avenue	Hoylake and Meols	Unclassified	Footway Reconstruction
124	Highfields	Heswall	Unclassified	Footway Slurry
125	South Drive	Heswall	Unclassified	Footway Slurry
126	Morello Drive	Clatterbridge	Unclassified	Footway Slurry
127	Limekiln Lane	Seacombe	Unclassified	Footway Slurry
128	Portia Avenue	Bebington	Unclassified	Footway Slurry
129	Oakridge Road	Bromborough	Unclassified	Footway Slurry
130	Walby Close	Upton	Unclassified	Footway Reconstruction
131	Town Meadow Lane	Moreton West and Saughall Massie	Unclassified	Footway Reconstruction
132	Strathearn Road	Heswall	Unclassified	Footway Slurry
133	St Stephens Close	Heswall	Unclassified	Footway Slurry
134	Hillview Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
135	Moorland Road	Rock Ferry	Unclassified	Footway Reconstruction
136	Hillingdon Avenue	Pensby and Thingwall	Unclassified	Footway Slurry
137	Ionic Street	Rock Ferry	Unclassified	Footway Slurry
138	Dalton Road	New Brighton	Unclassified	Footway Slurry
139	Heathfield Road	Bebington	Unclassified	Footway Reconstruction
140	Dawstone Road	Heswall	Unclassified	Footway Slurry

141	Hampstead Road	Seacombe	C Road	Footway Reconstruction
142	Tower Road	Birkenhead and Tranmere	A Road	Footway Slurry
143	Salacre Lane	Upton	Unclassified	Footway Slurry
144	Sandham Grove	Heswall	Unclassified	Footway Slurry
145	Greenwood Lane	Liscard	Unclassified	Footway Slurry
146	Duke Street	Bidston and St James	A Road	Footway Slurry
147	Kylemore Drive	Pensby and Thingwall	Unclassified	Footway Slurry
148	Farmside	Leasowe and Moreton East	Unclassified	Footway Slurry
149	Bridge Street	Birkenhead and Tranmere	C Road	Footway Slurry
150	Gayton Road	Heswall	Unclassified	Footway Slurry
151	Hillburn Drive	Bidston and St James	Unclassified	Footway Reconstruction
152	Redstone Drive	Heswall	Unclassified	Footway Slurry
153	Willaston Road	Clatterbridge	B Road	Footway Slurry
154	Park Road	Eastham	Unclassified	Footway Slurry
155	Murrayfield Drive	Leasowe and Moreton East	Unclassified	Footway Slurry
156	The Mount	Heswall	Unclassified	Footway Slurry
157	New Ferry Road	Bromborough	Unclassified	Footway Slurry
158	Stonehouse Road	Wallasey	Unclassified	Footway Slurry
159	Headland Close	West Kirby and Thurstaston	Unclassified	Footway Slurry
160	Dacre Street	Birkenhead and Tranmere	Unclassified	Footway Slurry
161	Cleveland Street	Birkenhead and Tranmere	A Road	Footway Slurry
162	Brimstage Road	Heswall	A Road	Footway Slurry
163	Mount Grove	Birkenhead and Tranmere	Unclassified	Footway Slurry
164	South Hill Road	Oxton	Unclassified	Footway Reconstruction
165	Windsor Close	Greasby, Frankby and Irby	Unclassified	Footway Slurry
166	Old Court House Road	Bromborough	Unclassified	Footway Slurry

167	Rydal Bank	Rock Ferry	Unclassified	Footway Reconstruction
168	Edenpark Road	Prenton	Unclassified	Footway Reconstruction
169	Moore Avenue	Rock Ferry	Unclassified	Footway Slurry
170	Chalkwell Drive	Heswall	Unclassified	Footway Slurry
171	Barnston Road	Pensby and Thingwall	A Road	Footway Slurry
172	Wharfedale Drive	Eastham	Unclassified	Footway Slurry
173	Clatterbridge Road	Clatterbridge	B Road	Footway Slurry
174	Heygarth Road	Eastham	Unclassified	Footway Slurry
175	Hamil Close	Hoylake and Meols	Unclassified	Footway Slurry
176	Harland Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
177	Corporation Road	Bidston and St James	B Road	Footway Slurry
178	Worcester Road	Bidston and St James	Unclassified	Footway Slurry
179	Bromborough Village Road	Bromborough	Unclassified	Footway Slurry
180	Arrowe Park Road	Upton	A Road	Footway Slurry
181	Old Bidston Road	Bidston and St James	Unclassified	Footway Reconstruction
182	Private Drive	Pensby and Thingwall	Unclassified	Footway Slurry
183	Grove Street	Bromborough	Unclassified	Footway Slurry
184	Leander Road	Wallasey	Unclassified	Footway Slurry
185	Grass Wood Road	Upton	Unclassified	Footway Reconstruction
186	Solly Avenue	Rock Ferry	Unclassified	Footway Slurry
187	Kingsway	Heswall	Unclassified	Footway Slurry
188	Downham Drive	Heswall	Unclassified	Footway Slurry
189	Pine Road	Heswall	Unclassified	Footway Slurry
190	West Way	Leasowe and Moreton East	Unclassified	Footway Slurry
191	Wilstan Avenue	Bebington	Unclassified	Footway Slurry

192	Cunningham Close	West Kirby and Thurstaston	Unclassified	Footway Slurry
193	Mount Park	Bebington	Unclassified	Footway Slurry
194	Pool Street	Bidston and St James	Unclassified	Footway Slurry
195	Lucerne Road	Seacombe	Unclassified	Footway Reconstruction
196	Old Chester Road	Rock Ferry	B Road	Footway Slurry
197	Tower Road	Birkenhead and Tranmere	A Road	Footway Slurry
198	Grainger Avenue	West Kirby and Thurstaston	Unclassified	Footway Slurry
199	Caldy Road	West Kirby and Thurstaston	B Road	Footway Slurry
200	Liscard Grove	Liscard	Unclassified	Footway Reconstruction
201	Woodlands Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
202	Hillbark Road	Greasby, Frankby and Irby	C Road	Footway Slurry
203	Silverlea Avenue	Liscard	Unclassified	Footway Slurry
204	Merton Road	Liscard	Unclassified	Footway Slurry
205	Seaton Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
206	Kings Mount	Birkenhead and Tranmere	Unclassified	Footway Slurry
207	Gibson Close	Pensby and Thingwall	Unclassified	Footway Slurry
208	Regent Road	Wallasey	Unclassified	Footway Reconstruction
209	Moore Avenue	Rock Ferry	Unclassified	Footway Slurry
210	Plymyard Avenue	Eastham	Unclassified	Footway Slurry
211	Elm Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
212	Ripon Street	Birkenhead and Tranmere	Unclassified	Footway Slurry
213	South Hey Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
214	Salacre Lane	Upton	Unclassified	Footway Slurry
215	Quarrybank Street	Birkenhead and Tranmere	Unclassified	Footway Slurry
216	Station Road	Clatterbridge	C Road	Footway Slurry

217	Sudworth Road	New Brighton	Unclassified	Footway Reconstruction
218	Wastdale Drive	Moreton West and Saughall Massie	Unclassified	Footway Slurry
219	The Green	West Kirby and Thurstaston	Unclassified	Footway Slurry
220	Appleton Drive	Greasby, Frankby and Irby	Unclassified	Footway Slurry
221	Wheatland Lane	Seacombe	B Road	Footway Slurry
222	Strathallan Close	Heswall	Unclassified	Footway Slurry
223	Queensbury	West Kirby and Thurstaston	Unclassified	Footway Slurry
224	Grove Avenue	Heswall	Unclassified	Footway Slurry
225	Heath Drive	Heswall	Unclassified	Footway Slurry
226	Bidston Road	Oxton	B Road	Footway Slurry
227	Poole Road	Liscard	Unclassified	Footway Slurry
228	Meols Drive	Hoyle and Meols	A Road	Footway Slurry
229	Pulford Road	Bebington	Unclassified	Footway Slurry
230	Eastbourne Road	Claughton	Unclassified	Footway Slurry
231	Mounsey Road	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
232	Highfield Grove	Rock Ferry	Unclassified	Footway Slurry
233	Mackenzie Road	Leasowe and Moreton East	Unclassified	Footway Slurry
234	Stanley Lane	Eastham	Unclassified	Footway Slurry
235	Cavendish Road	Claughton	Unclassified	Footway Slurry
236	Baskervyle Close	Heswall	Unclassified	Footway Slurry
237	Hindertons Drive	West Kirby and Thurstaston	Unclassified	Footway Slurry
238	Rectory Close	Birkenhead and Tranmere	Unclassified	Footway Slurry
239	Florence Road	Seacombe	Unclassified	Footway Reconstruction
240	Danefield Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
241	Windermere Road	Claughton	Unclassified	Footway Reconstruction

242	Deveraux Road	Seacombe	Unclassified	Footway Reconstruction
243	Fletcher Avenue	Rock Ferry	Unclassified	Footway Slurry
244	Fletcher Avenue	Rock Ferry	Unclassified	Footway Slurry
245	Sandiway	Clatterbridge	Unclassified	Footway Reconstruction
246	Woodchurch Lane	Prenton	Unclassified	Footway Reconstruction
247	Mackenzie Road	Leasowe and Moreton East	Unclassified	Footway Slurry
248	Devonshire Place	Oxton	Unclassified	Footway Slurry
249	None	Bidston and St James	A Road	Footway Slurry
250	Ripon Road	Wallasey	Unclassified	Footway Reconstruction
251	Croft Avenue	Bromborough	Unclassified	Footway Reconstruction
252	Riverbank Close	Heswall	Unclassified	Footway Slurry
253	Ormiston Road	New Brighton	Unclassified	Footway Reconstruction
254	Bassendale Road	Bromborough	Unclassified	Footway Slurry
255	Stonehouse Road	Wallasey	Unclassified	Footway Slurry
256	Wallrake	Heswall	Unclassified	Footway Slurry
257	Mendell Close	Eastham	Unclassified	Footway Slurry
258	Shewell Close	Birkenhead and Tranmere	Unclassified	Footway Slurry
259	Irby Road	Pensby and Thingwall	C Road	Footway Slurry
260	Forwood Road	Bromborough	Unclassified	Footway Slurry
261	Brimstage Road	Heswall	A Road	Footway Slurry
262	Finstall Road	Clatterbridge	Unclassified	Footway Slurry
263	Bidston Village Road	Bidston and St James	Unclassified	Footway Slurry
264	Milner Road	Heswall	Unclassified	Footway Slurry
265	Mill Lane	Greasby, Frankby and Irby	C Road	Footway Slurry

266	Gilbert Close	Clatterbridge	Unclassified	Footway Slurry
267	Overchurch Road	Moreton West and Saughall Massie	Unclassified	Footway Slurry
268	Athol Drive	Eastham	Unclassified	Footway Reconstruction
269	Rose Mount	Oxton	Unclassified	Footway Slurry
270	Ashley Street	Rock Ferry	Unclassified	Footway Slurry
271	Merton Place	Claughton	Unclassified	Footway Slurry
272	Tollemache Road	Bidston and St James	C Road	Footway Reconstruction
273	Pickmere Drive	Eastham	Unclassified	Footway Slurry
274	York Avenue	West Kirby and Thurstaston	Unclassified	Footway Slurry
275	Dorset Drive	Pensby and Thingwall	Unclassified	Footway Slurry
276	Linwood Road	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
277	Albany Road	Rock Ferry	Unclassified	Footway Slurry
278	Sandham Grove	Heswall	Unclassified	Footway Slurry
279	Somerset Road	Pensby and Thingwall	Unclassified	Footway Slurry
280	Barnston Road	Pensby and Thingwall	A Road	Footway Slurry
281	Latchford Road	Heswall	Unclassified	Footway Slurry
282	Russell Road	Wallasey	Unclassified	Footway Slurry
283	Somerville Close	Clatterbridge	Unclassified	Footway Slurry
284	School Lane	Bebington	Unclassified	Footway Slurry
285	Sandringham Avenue	Hoyle and Meols	Unclassified	Footway Slurry
286	Curlew Way	Moreton West and Saughall Massie	Unclassified	Footway Slurry
287	Ilford Avenue	Seacombe	Unclassified	Footway Reconstruction
288	Castleway North	Leasowe and Moreton East	Unclassified	Footway Reconstruction

289	Baskervyle Road	Heswall	Unclassified	Footway Slurry
290	Magazine Road	Bromborough	Unclassified	Footway Slurry
291	The Knap	Heswall	Unclassified	Footway Slurry
292	Wirral Mount	Wallasey	Unclassified	Footway Slurry
293	Harcourt Avenue	Seacombe	Unclassified	Footway Slurry
294	Harcourt Street	Bidston and St James	Unclassified	Footway Reconstruction
295	Liversidge Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
296	Monks Way	Bebington	Unclassified	Footway Slurry
297	Acton Road	Rock Ferry	Unclassified	Footway Slurry
298	Barnston Road	Heswall	A Road	Footway Slurry
299	Worcester Road	Bidston and St James	Unclassified	Footway Slurry
300	Kingsland Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
301	Eastham Rake	Eastham	Unclassified	Footway Slurry
302	Heygarth Road	Eastham	Unclassified	Footway Reconstruction
303	None	Upton	Unclassified	Footway Slurry
304	Tarran Way West	Moreton West and Saughall Massie	Unclassified	Footway Slurry
305	Manville Road	New Brighton	Unclassified	Footway Reconstruction
306	Mill Lane	Heswall	Unclassified	Footway Slurry
307	Solly Avenue	Rock Ferry	Unclassified	Footway Slurry
308	Old Chester Road	Rock Ferry	B Road	Footway Slurry
309	Mill Hill Road	Greasby, Frankby and Irby	C Road	Footway Slurry
310	Whitford Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
311	Woodlands Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
312	Heygarth Road	Eastham	Unclassified	Footway Slurry
313	Malpas Drive	Bebington	Unclassified	Footway Reconstruction

314	Prenton Way	Prenton	Unclassified	Footway Slurry
315	Netherton Road	Moreton West and Saughall Massie	Unclassified	Footway Slurry
316	Westminster Road	Liscard	Unclassified	Footway Slurry
317	Oak Avenue	Moreton West and Saughall Massie	Unclassified	Footway Slurry
318	None	Upton	Unclassified	Footway Slurry
319	Brockley Avenue	New Brighton	Unclassified	Footway Reconstruction
320	Clive Road	Oxton	Unclassified	Footway Reconstruction
321	Hamlet Road	Wallasey	Unclassified	Footway Reconstruction
322	Prentonpark Road	Prenton	Unclassified	Footway Reconstruction
323	South Road	West Kirby and Thurstaston	Unclassified	Footway Slurry
324	Hillside Road	West Kirby and Thurstaston	Unclassified	Footway Slurry
325	Dickens Close	Prenton	Unclassified	Footway Reconstruction
326	West Road	Claughton	Unclassified	Footway Slurry
327	Old Chester Road	Birkenhead and Tranmere	B Road	Footway Slurry
328	Latchford Road	Heswall	Unclassified	Footway Slurry
329	Circular Drive	Heswall	Unclassified	Footway Slurry
330	Gorsefield Road	Oxton	Unclassified	Footway Reconstruction
331	Wickham Close	Seacombe	Unclassified	Footway Slurry
332	Grove Road	Rock Ferry	Unclassified	Footway Slurry
333	Burrell Road	Prenton	Unclassified	Footway Slurry
334	Baytree Road	Greasby, Frankby and Irby	Unclassified	Footway Slurry
335	Riverbank Road	Heswall	Unclassified	Footway Slurry

336	Mayfields North	Bromborough	Unclassified	Footway Reconstruction
337	Telegraph Road	Pensby and Thingwall	A Road	Footway Slurry
338	Napier Road	Bromborough	Unclassified	Footway Slurry
339	Mount Road	Bebington	B Road	Footway Slurry
340	Mill Lane	Heswall	Unclassified	Footway Slurry
341	Riversdale Road	Hoylake and Meols	Unclassified	Footway Slurry
342	Rock Close	Rock Ferry	Unclassified	Footway Reconstruction
343	Beechwood Avenue	Wallasey	Unclassified	Footway Reconstruction
344	Scott Street	Liscard	Unclassified	Footway Reconstruction
345	Jessamine Road	Rock Ferry	Unclassified	Footway Reconstruction
346	Hillbark Road	Greasby, Frankby and Irby	B Road	Footway Slurry
347	Oaklea Road	Pensby and Thingwall	Unclassified	Footway Slurry
348	Grange Road West	Claughton	Unclassified	Footway Slurry
349	Ivydale Road	Rock Ferry	Unclassified	Footway Reconstruction
350	Spital Road	Bromborough	B Road	Footway Slurry
351	Townfield Lane	Bebington	Unclassified	Footway Reconstruction
352	Frankby Road	West Kirby and Thurstaston	B Road	Footway Slurry
353	Whitford Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
354	Carham Road	Hoylake and Meols	Unclassified	Footway Slurry
355	Poulton Royd Drive	Clatterbridge	Unclassified	Footway Slurry
356	Ingleby Road	Bromborough	Unclassified	Footway Slurry
357	Fairways	Prenton	Unclassified	Footway Slurry

358	Well Lane	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
359	Fox Street	Birkenhead and Tranmere	Unclassified	Footway Slurry
360	St Edwards Close	Bidston and St James	Unclassified	Footway Reconstruction
361	Tudor Road	Rock Ferry	Unclassified	Footway Reconstruction
362	Woodcroft Drive	Pensby and Thingwall	Unclassified	Footway Slurry
363	Waterpark Road	Prenton	Unclassified	Footway Slurry
364	Houghton Road	Upton	Unclassified	Footway Reconstruction
365	Harvest Lane	Moreton West and Saughall Massie	Unclassified	Footway Slurry
366	Beech Road	Birkenhead and Tranmere	Unclassified	Footway Slurry
367	Baskervyle Road	Heswall	Unclassified	Footway Slurry
368	Milton Road	West Kirby and Thurstaston	Unclassified	Footway Reconstruction
369	Woodland Road	Upton	Unclassified	Footway Reconstruction
370	South Road	West Kirby and Thurstaston	Unclassified	Footway Slurry
371	Talbot Road	Oxton	B Road	Footway Slurry
372	Withen's Lane	Liscard	Unclassified	Footway Reconstruction
373	Astonwood Road	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
374	Sandringham Drive	New Brighton	Unclassified	Footway Reconstruction
375	Parkside Close	Bebington	Unclassified	Footway Slurry
376	Edgehill Road	Moreton West and Saughall Massie	Unclassified	Footway Slurry
377	Harland Road	Birkenhead and Tranmere	Unclassified	Footway Slurry

378	Selbourne Close	Upton	Unclassified	Footway Reconstruction
379	Angus Road	Clatterbridge	Unclassified	Footway Reconstruction
380	Grange Mount	Heswall	Unclassified	Footway Slurry
381	Bedford Place	Rock Ferry	Unclassified	Footway Slurry
382	Park Road	Heswall	Unclassified	Footway Slurry
383	Grove Square	Bromborough	Unclassified	Footway Reconstruction
384	Meadowside	Leasowe and Moreton East	Unclassified	Footway Reconstruction
385	Melford Drive	Prenton	Unclassified	Footway Slurry
386	Frankby Road	Greasby, Frankby and Irby	B Road	Footway Slurry
387	Alton Road	Oxton	Unclassified	Footway Slurry
388	Ford Road	Upton	Unclassified	Footway Reconstruction
389	Perrin Road	Wallasey	Unclassified	Footway Reconstruction
390	Seymour Street	Birkenhead and Tranmere	Unclassified	Footway Slurry
391	Fairview Road	Oxton	Unclassified	Footway Reconstruction
392	Belvidere Road	Wallasey	C Road	Footway Reconstruction
393	Old Greasby Road	Upton	Unclassified	Footway Slurry
394	Kings Mount	Oxton	Unclassified	Footway Slurry
395	Brimstage Road	Clatterbridge	A Road	Footway Slurry
396	Toronto Street	Seacombe	Unclassified	Footway Reconstruction
397	Kirkway	New Brighton	Unclassified	Footway Reconstruction

398	Griffin Avenue	Leasowe and Moreton East	Unclassified	Footway Reconstruction
399	St Anne Street	Bidston and St James	Unclassified	Footway Reconstruction
400	High Street	Bromborough	Unclassified	Footway Reconstruction
401	Mersey Road	Rock Ferry	Unclassified	Footway Slurry
402	Quarry Road East	Heswall	Unclassified	Footway Slurry
403	Latchford Road	Heswall	Unclassified	Footway Slurry
404	Ascot Drive	Bebington	Unclassified	Footway Slurry
405	Livingstone Street	Bidston and St James	Unclassified	Footway Reconstruction
406	Lorne Road	Oxton	Unclassified	Footway Reconstruction
407	Riverbank Road	Heswall	Unclassified	Footway Slurry
408	Waterpark Road	Prenton	Unclassified	Footway Slurry
409	Claremount Road	Wallasey	Unclassified	Footway Reconstruction
410	Rodney Street	Birkenhead and Tranmere	Unclassified	Footway Slurry
411	Merton Place	Claughton	Unclassified	Footway Reconstruction
412	Heys Avenue	Bromborough	Unclassified	Footway Slurry
413	Ridley Grove	West Kirby and Thurstaston	Unclassified	Footway Reconstruction
414	Mersey Bank Road	Bromborough	Unclassified	Footway Reconstruction
415	Glebe Hey Road	Upton	Unclassified	Footway Reconstruction
416	Stanton Road	Clatterbridge	Unclassified	Footway Reconstruction

417	Gerard Road	Wallasey	Unclassified	Footway Reconstruction
418	Manor Hill	Claughton	Unclassified	Footway Reconstruction
419	Cole Street	Claughton	Unclassified	Footway Reconstruction
420	Lingdale Road	Hoylake and Meols	Unclassified	Footway Reconstruction
421	Birkdale Avenue	Clatterbridge	Unclassified	Footway Reconstruction
422	The Grove	Oxton	Unclassified	Footway Reconstruction
423	Hilbre Road	West Kirby and Thurstaston	Unclassified	Footway Reconstruction
424	Price Street	Bidston and St James	Unclassified	Footway Reconstruction
425	Howson Street	Rock Ferry	Unclassified	Footway Reconstruction
426	Alton Road	Oxton	Unclassified	Footway Reconstruction
427	Folly Lane	Wallasey	Unclassified	Footway Reconstruction
428	Noctorum Avenue	Claughton	Unclassified	Footway Reconstruction
429	Richmond Way	Pensby and Thingwall	Unclassified	Footway Reconstruction
430	Cambridge Road	Eastham	Unclassified	Footway Reconstruction
431	Grosvenor Place	Claughton	Unclassified	Footway Slurry
432	Old Greasby Road	Upton	Unclassified	Footway Reconstruction

433	Ellen's Lane	Bebington	Unclassified	Footway Slurry
434	Valkyrie Road	Liscard	Unclassified	Footway Reconstruction
435	Ballantyne Drive	Bidston and St James	Unclassified	Footway Reconstruction
436	Oakdene Road	Oxton	Unclassified	Footway Reconstruction
437	Elderwood Road	Rock Ferry	Unclassified	Footway Reconstruction
438	Ridgeview Road	Claughton	Unclassified	Footway Reconstruction
439	Mackenzie Road	Leasowe and Moreton East	Unclassified	Footway Reconstruction
440	Park Drive	Claughton	Unclassified	Footway Reconstruction
441	Rosclare Drive	Wallasey	Unclassified	Footway Reconstruction
442	Falkland Street	Bidston and St James	Unclassified	Footway Reconstruction
443	Gorsedale Road	Seacombe	Unclassified	Footway Reconstruction
444	Murrayfield Drive	Leasowe and Moreton East	Unclassified	Footway Reconstruction
445	Brassey Street	Bidston and St James	Unclassified	Footway Reconstruction
446	Elwyn Road	Hoylake and Meols	Unclassified	Footway Reconstruction
447	Eccleston Avenue	Bromborough	Unclassified	Footway Reconstruction
448	Brotherton Close	Bromborough	Unclassified	Footway Reconstruction

449	Hillary Road	Eastham	Unclassified	Footway Reconstruction
450	Coronation Drive	Bromborough	Unclassified	Footway Reconstruction
451	Elm Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
452	St George's Road	Wallasey	Unclassified	Footway Reconstruction
453	Back Menai Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
454	Ilchester Road	Bidston and St James	Unclassified	Footway Reconstruction
455	Salisbury Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
456	The Wiend	Clatterbridge	Unclassified	Footway Reconstruction
457	Bentinck Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
458	Cathcart Street	Bidston and St James	Unclassified	Footway Reconstruction
459	Walsingham Road	Seacombe	Unclassified	Footway Reconstruction
460	Newton Road	Hoyle and Meols	Unclassified	Footway Reconstruction
461	Rossall Road	Leasowe and Moreton East	Unclassified	Footway Reconstruction
462	King's Road	Bebington	C Road	Footway Reconstruction
463	Huddleston Close	Upton	Unclassified	Footway Reconstruction
464	Mill Road	Bromborough	Unclassified	Footway Reconstruction

465	Storeton Road	Prenton	Unclassified	Footway Reconstruction
466	Barker Lane	Greasby and Frankby and Irby	Unclassified	Footway Reconstruction
467	Eric Road	Liscard	Unclassified	Footway Reconstruction
468	Brandon Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
469	Dibbins Hey	Clatterbridge	Unclassified	Footway Reconstruction
470	Marfords Avenue	Clatterbridge	Unclassified	Footway Reconstruction
471	Arley Close	Bidston and St James	Unclassified	Footway Reconstruction
472	Oakleaf Mews	Claughton	Unclassified	Footway Reconstruction
473	Hind Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
474	Clwyd Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
475	Church Street	Liscard	C Road	Footway Reconstruction
476	Prospect Vale	Wallasey	C Road	Footway Reconstruction
477	Gordon Avenue	Eastham	Unclassified	Footway Reconstruction
478	Ingleborough Road	Prenton	Unclassified	Footway Reconstruction
479	Ferries Close	Rock Ferry	Unclassified	Footway Reconstruction
480	John Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction

481	Scafell Close	Clatterbridge	Unclassified	Footway Reconstruction
482	Gardens Road	Clatterbridge	Unclassified	Footway Reconstruction
483	Maryland Lane	Moreton West and Saughall Massie	Unclassified	Footway Reconstruction
484	Hilton Grove	West Kirby and Thurstaston	Unclassified	Footway Reconstruction
485	The Meadow	Upton	Unclassified	Footway Reconstruction
486	Digg Lane	Moreton West and Saughall Massie	Unclassified	Footway Reconstruction
487	Hemingford Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
488	Agnes Road	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
489	Downham Road	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
490	Mendip Road	Prenton	Unclassified	Footway Reconstruction
491	Hazel Road	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
492	Barlow Avenue	Bebington	Unclassified	Footway Reconstruction
493	Saughall Road	Moreton West and Saughall Massie	Unclassified	Footway Reconstruction
494	Shrewsbury Road	Claughton	Unclassified	Footway Reconstruction
495	Woodland Drive	Upton	Unclassified	Footway Reconstruction
496	Saughall Massie Lane	Upton	Unclassified	Footway Reconstruction

497	Hall Drive	Greasby and Frankby and Irby	Unclassified	Footway Reconstruction
498	King's Lane	Bebington	C Road	Footway Reconstruction
499	Maritime Park	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
500	Mount Pleasant	Oxton	Unclassified	Footway Reconstruction
501	Newark Close	Claughton	Unclassified	Footway Reconstruction
502	Highgreen Road	Oxton	Unclassified	Footway Reconstruction
503	Mosslands Drive	Wallasey	Unclassified	Footway Reconstruction
504	Manor Drive	Upton	Unclassified	Footway Reconstruction
505	The Rake	Bromborough	Unclassified	Footway Reconstruction
506	Leasowe Avenue	Wallasey	Unclassified	Footway Reconstruction
507	Sandiways Road	Wallasey	Unclassified	Footway Reconstruction
508	St Peter's Way	Claughton	Unclassified	Footway Reconstruction
509	Thingwall Road	Pensby and Thingwall	C Road	Footway Reconstruction
510	Oakbank Street	Seacombe	Unclassified	Footway Reconstruction
511	Eastview Close	Claughton	Unclassified	Footway Reconstruction
512	Marion Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction

513	Riviera Drive	Rock Ferry	Unclassified	Footway Reconstruction
514	Borough Road East	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
515	Park Road West	Claughton	Unclassified	Footway Reconstruction
516	Bertram Drive	Hoyle and Meols	Unclassified	Footway Reconstruction
517	Overton Road	Liscard	Unclassified	Footway Reconstruction
518	Park Avenue	Seacombe	Unclassified	Footway Reconstruction
519	Denbigh Road	Seacombe	Unclassified	Footway Reconstruction
520	Malpas Road	Wallasey	Unclassified	Footway Reconstruction
521	Beechwood Road	Bromborough	Unclassified	Footway Reconstruction
522	Queen Street	Liscard	C Road	Footway Reconstruction
523	Church Lane	Upton	Unclassified	Footway Reconstruction
524	Victoria Drive	Rock Ferry	Unclassified	Footway Reconstruction
525	Dalmorton Road	New Brighton	Unclassified	Footway Reconstruction
526	Thorburn Close	Bromborough	Unclassified	Footway Reconstruction
527	Corfu Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
528	Eastbourne Road	Claughton	Unclassified	Footway Reconstruction

529	Forest Road	Claughton	Unclassified	Footway Reconstruction
530	Mayfield Road	Wallasey	Unclassified	Footway Reconstruction
531	Firs Avenue	Clatterbridge	Unclassified	Footway Reconstruction
532	Noctorum Way	Claughton	Unclassified	Footway Reconstruction
533	Home Farm Road	Upton	Unclassified	Footway Reconstruction
534	Magazine Lane	New Brighton	C Road	Footway Reconstruction
535	Bromborough Road	Clatterbridge	Unclassified	Footway Reconstruction
536	Holm Lane	Oxton	Unclassified	Footway Reconstruction
537	Richmond Road	Bebington	Unclassified	Footway Reconstruction
538	Acland Road	Liscard	Unclassified	Footway Reconstruction
539	Morland Avenue	Eastham	Unclassified	Footway Reconstruction
540	Lower Green	Upton	Unclassified	Footway Reconstruction
541	Kingsville Road	Bebington	Unclassified	Footway Reconstruction
542	Barrington Road	Seacombe	Unclassified	Footway Reconstruction
543	Raeburn Avenue	Eastham	Unclassified	Footway Reconstruction
544	Kingston Close	Leasowe and Moreton East	Unclassified	Footway Reconstruction

545	Green Lane	Wallasey	Unclassified	Footway Reconstruction
546	Glen Park Road	Wallasey	Unclassified	Footway Reconstruction
547	Halville Road	Seacombe	Unclassified	Footway Reconstruction
548	Grosvenor Place	Claughton	Unclassified	Footway Reconstruction
549	Scotts Place	Claughton	Unclassified	Footway Reconstruction
550	Mulberry Road	Rock Ferry	Unclassified	Footway Reconstruction
551	Canterbury Road	Seacombe	Unclassified	Footway Reconstruction
552	Victoria Road	New Brighton	Unclassified	Footway Reconstruction
553	Albion Place	New Brighton	Unclassified	Footway Reconstruction
554	Norbury Close	Bebington	Unclassified	Footway Reconstruction
555	Borrowdale Road	Moreton West and Saughall Massie	Unclassified	Footway Reconstruction
556	Crofton Road	Rock Ferry	Unclassified	Footway Reconstruction
557	Mossley Road	Rock Ferry	Unclassified	Footway Reconstruction
558	Alderley Road	Hoylake and Meols	Unclassified	Footway Reconstruction
559	Lingham Lane	Moreton West and Saughall Massie	Unclassified	Footway Reconstruction
560	Albany Road	Rock Ferry	Unclassified	Footway Reconstruction

561	Broadway	Bebington	Unclassified	Footway Reconstruction
562	Atherton Drive	Upton	Unclassified	Footway Reconstruction
563	North Road	Prenton	Unclassified	Footway Reconstruction
564	Rose Mount	Oxton	C Road	Footway Reconstruction
565	Ashville Road	Claughton	C Road	Footway Reconstruction
566	Tatton Road	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
567	Slatey Road	Oxton	C Road	Footway Reconstruction
568	Lorn Street	Birkenhead and Tranmere	Unclassified	Footway Reconstruction
569	Westcott Way	Claughton	Unclassified	Footway Reconstruction
570	St Andrew's Road	Oxton	Unclassified	Footway Reconstruction
571	John Kirby Way	West Kirby and Thurstaston	Unclassified	Footway Reconstruction
572	Eldon Road	Liscard	Unclassified	Footway Reconstruction
573	Millbutt Close	Bebington	Unclassified	Footway Reconstruction
574	Port Causeway	Bromborough	Unclassified	Footway Reconstruction
575	Reedville	Oxton	Unclassified	Footway Reconstruction
576	Meadow Crescent	Upton	Unclassified	Footway Reconstruction

577	Queensbury Avenue	Bromborough	Unclassified	Footway Reconstruction
578	Birkett Road	Rock Ferry	Unclassified	Footway Reconstruction
579	Bramerton Court	Hoylake and Meols	Unclassified	Footway Reconstruction
580	Heather Brow	Cloughton	Unclassified	Footway Reconstruction
581	Ball's Road	Oxton	Unclassified	Footway Reconstruction
582	Oaklands Drive	Bebington	Unclassified	Footway Reconstruction
583	Meadowside Road	Eastham	Unclassified	Footway Reconstruction
584	Ravendale Close	Cloughton	Unclassified	Footway Reconstruction
585	Mill Hill Road	Greasby and Frankby and Irby	C Road	Footway Reconstruction

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Tuesday, 12 March 2024

REPORT TITLE:	TRANSFER OF BUILDINGS ON HILBRE ISLAND
REPORT OF:	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

The purpose of this report is to seek approval to the transfer of buildings on Hilbre Island to the Hilbre Community Land Trust on a 30-year lease at a peppercorn rent.

This report supports delivery of the following themes in the Council plan 2023-27:

- Working together to protect our environment; and
- Working together to create safe, resilient and engaged communities.

The matter affects the Hoylake and Meols Ward and is not a key decision.

RECOMMENDATION/S

The Environment, Climate and Transport Committee is recommended to approve the transfer of the buildings on Hilbre Island as identified in this report to the Hilbre Community Land Trust for a 30-year lease at a peppercorn rent.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To enable the buildings on Hilbre Island to be operated by a Community Land Trust which will attract investment and increase activities.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Council could retain control of the buildings, however, due to the tidal nature of the islands and the listing status of the buildings, the maintenance presents a challenge. As such, this proposal represents an opportunity for the Trust to support the maintenance of these assets.

3.0 BACKGROUND INFORMATION

- 3.1 Hilbre Island is the largest of a group of three islands off the coast of Wirral and is primarily accessed, subject to tides, from West Kirby. It is popular with visitors and is a local nature reserve. It is also classed as a site of Special Scientific Interest and a Ramsar site. The island houses a number of buildings most of which are owned by the Council and used primarily by the Friends of Hilbre Island and Hilbre Island Bird Observatory. Some of the buildings are grade II listed but are mostly in a poor condition.
- 3.2 The British Art and Design Association (BADA) is an arts organisation that aims to advance public education and appreciation for excellence in arts and is a registered charity. BADA initially approached the Council with a proposal to use buildings on Hilbre Island as a centre which would provide a suite of studios that would allow artists to stay and produce work inspired by the island's unique location. BADA has also worked with the Friends of Hilbre Island (FoH) and the Hilbre Bird Observatory (HiBO), both of which have a significant presence on the island and have developed a joint proposal for the buildings on Hilbre Island.
- 3.3 The three organisations have now developed a business plan, attached as appendix A to this report, which would include the creation of the Hilbre Islands Community Land Trust which would comprise membership of the three organisations. The Trust would look to utilise the Telegraph Station, Telegraph House, Fog Cottage and Day Room, Buoy Master's House, workshop and store. To assist in the attraction of grant funding the Trust would eventually require a 30-year lease. The heads of terms of the proposed lease are included at appendix B. The lease would be at a peppercorn rent but would require the Trust to be responsible for maintenance of the buildings along with all outgoings.
- 3.4 The business plan sets out a 2-phase approach. The first phase would involve a short-term lease which would enable the Trust to fund raise and undertake a scheme of basic works to enable their occupation. The second phase would follow the grant of planning permission and listed building consent for the necessary investment in Fog Cottage and Telegraph House. This would also require the Trust to secure significant grant funding for which they would develop a fund-raising strategy.

- 3.5 Initially, the Trust would be funded by subscriptions from the three organisations. In addition, BADA proposes to generate income mainly through a membership scheme which allows access to the island's studio for 10 months of the year. It proposes aiming at local educational institutions based on its own experiences. This income would be supplemented by other events and courses.
- 3.6 A transfer to a community group would be an extremely challenging proposition because of the nature of the buildings and the location. BADA, however, has worked with the other organisations to develop a joint business plan which would see the phased improvement of the properties, subject to securing grant funding.
- 3.7 In 2018 the Council commissioned an Options Appraisal Report by Amion consulting and Lambert Smith Hampton to understand the potential and options for securing the future of Hilbre Island. The report recommended that the Council considers a managed decline of the properties or at least maintaining the status quo. It further went on to suggest that consideration be given to community asset transfer. From the report it is clear that any commercial opportunities on the island would be extremely limited. Given the nature of the buildings and activities of the groups currently present on the island, the potential to offer the opportunity for wider transfer would be unlikely. The approach from BADA and the collaboration with those groups seems to present an opportunity to attract investment in the buildings.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The transfer of these properties would divest the Council of the running costs of these buildings.

5.0 LEGAL IMPLICATIONS

- 5.1 When disposing of asset, including by long lease, the Council is obliged to obtain the best price reasonably obtainable under s 123 of the Local Government Act 1972. However, given the recommendations of the options appraisal there is little likelihood of the properties having any commercial value. As such, the transfer would represent a passing of liabilities and represents market value.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 There are no IT or staffing implications arising from the disposal of this land.

7.0 RELEVANT RISKS

- 7.1 Should the properties not be transferred to the Trust, the Council would continue to maintain the properties but probably only to a basic standard.
- 7.2 There is a risk that the venture may not succeed and the buildings would be returned to the Council, however, transferring the properties on the proposed phased approach gives the trust a better chance of developing its proposals.
- 7.3 The business case attached as an appendix includes the Trust's risk assessment.

8.0 ENGAGEMENT/CONSULTATION

8.1 The proposal was presented to the Hilbre Island Management Committee on 29 August 2023 and received unanimous support.

9.0 EQUALITY IMPLICATIONS

9.1 There are no direct equality implications arising from the report.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 Hilbre Island is an important location for visitors and for habitat. A transfer to the Trust, which will include members of HiBO, will continue to monitor bird numbers.

11.0 COMMUNITY WEALTH IMPLICATIONS

11.1 The transfer of these properties is hoped to enable the Trust to secure funding to maintain and improve these buildings.

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APPENDICES

Appendix 1 - Business Plan
Appendix 2 - Heads of Terms

BACKGROUND PAPERS

Options Appraisal

TERMS OF REFERENCE

This report is being considered by the Environment, Climate Emergency & Transport Committee in accordance with Section (e) of its Terms of Reference.

SUBJECT HISTORY (last 3 years)

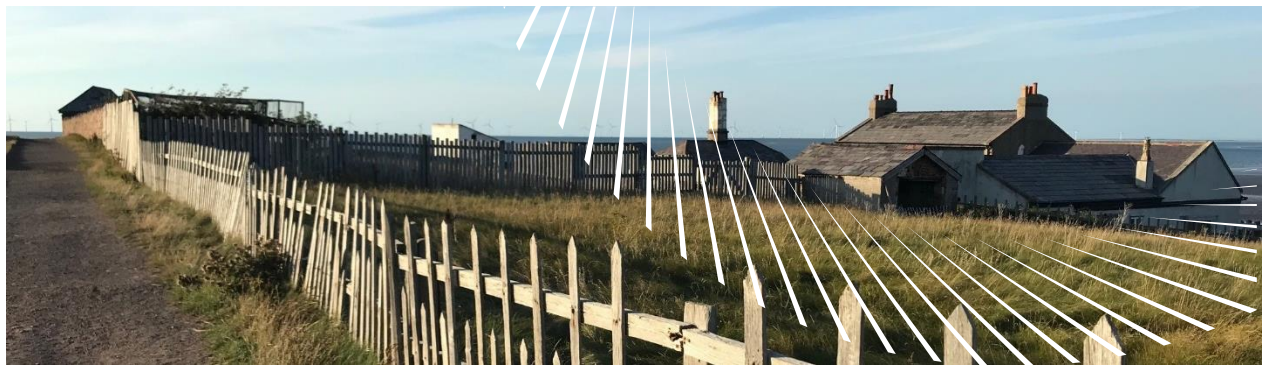
Council Meeting	Date

British Art and Design Association

Hilbre Island – Outline Business Plan



November 2022



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Project: Hilbre Island

Document Title: Outline Business Plan

Date: November 2022

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Appendices

Appendix 1 - Governance Options

Appendix 2 - Comparators

Executive Summary

Hilbre Island group comprise three tidal islands on the mouth of the Dee Estuary on the Wirral Peninsula - Little Eye, Middle Eye and Hilbre Island. It is located approximately 1.0-mile from the mainland and is accessible by foot only from the nearby town of West Kirby. The site is currently managed by Wirral Borough Council.

It is a local nature reserve; a Site of Special Scientific Interest; a Special Protection Area; a Ramsar Site, which is a Wetland of International Importance; and a candidate for an EU Special Area of Conservation. There are several buildings on the main island, some of which are Grade-II Listed.

The British Art and Design Association (BADA), the Friends of Hilbre (FoH) and the Hilbre Island Bird Observatory are forming a Community Land Trust (CLT) with the aim of assuming responsibility for a number of dilapidated buildings on Hilbre Island via Wirral Borough Council's Community Asset Transfer Scheme.

The CLT would transform these buildings into a centre for creative, scientific and heritage activity, inspired by the island's unique nature, location and history. This Centre would be a flagship zero carbon project, with environmental sustainability at its heart.

BADA aims to transform a Grade II-listed Buoymaster's Workshop, Store and House into artist studios, accessible via a membership scheme for day or overnight visits.

The Friends of Hilbre already utilise the Day / School Room for their community activities but seek to make improvements to the building to better deliver public facing activities, such as sunset walks, seal watching and Open Days.

The Hilbre Bird Observatory would occupy the Telegraph House for their programme of scientific ornithological research and monitoring.

Two additional buildings, the Grade II-Listed Telegraph Station and unlisted Fog Cottage, will be managed jointly by the CLT. The Telegraph Station functions as a visitor centre on Open Days and Fog Cottage will be the island's energy centre, housing the plant required for the island's energy needs.

The governance structure will enable the three organisations to operate independently and as founding members of the CLT. The three founding members will assume responsibility for the capital works required to develop their individual building(s) and for its ongoing management and maintenance.

Each organisation will contribute an annual sum to the CLT, building up reserves over time for items of joint expenditure as outlined below. BADA would have the largest footprint on the island, with the largest contribution. The Friends of Hilbre has the smallest contribution as they will contribute in-kind via additional gardening and landscaping works.

CLT income and expenditure	Year 1	Year 2	Year 3	Year 4	Year 5
Income					
BADA contribution	£1,000	£1,500	£1,500	£2,000	£2,000
FoH contribution	£500	£500	£500	£750	£750
HIBO contribution	£1,000	£1,250	£1,250	£1,500	£1,500
Subtotal	£2,500	£3,250	£3,250	£4,250	£4,250
Expenditure					
Energy	£1,000	£1,000	£1,000	£1,050	£1,050
Accounts	£350	£350	£350	£368	£368
Telegraph Station / Fog Cottage repairs	£700	£700	£700	£735	£735
Subtotal	£1,350	£1,350	£1,350	£1,418	£1,418
Surplus / Deficit	£1,150	£1,900	£1,900	£2,833	£2,833

We have established an income and expenditure profile for BADA's new artist studios on the island, which confirms they are able to accommodate an annual contribution towards the CLT. The Friends of Hilbre financials have also been reviewed and they are able to contribute annually to the CLT.

The Hilbre Bird Observatory (HiBO), part of an international organisation of observatories monitoring bird migration patterns, would contribute to the annual running costs, site maintenance and energy provision provided by the CLT.

We have projected a surplus of £2,833 by year 5 for the CLT.

1.0 Introduction

Hilbre Islands comprise three remote islands in the mouth of the Dee Estuary on the Wirral Peninsula, on the border between England and Wales. The islands are Little Eye, Middle Eye and Hilbre Island. Hilbre is located approximately 1.0-mile from the mainland and is accessible by foot only. There is limited vehicular access, which requires a permit.

There are an estimated c.25k-30k visitors each year, although numbers were thought to increase significantly in COVID, with more people seeking outdoor leisure opportunities. The increased footfall to the site has caused concerns about the conservation and preservation of its natural landscape and wildlife habitats, as the site holds several environmental designations.

The islands are managed by Wirral Borough Council (WBC). A partnership comprising the British Art and Design Association (BADA), Friends of Hilbre (FoH) and the Hilbre Bird Observatory (HiBO) is keen to acquire part of the main Hilbre Island through the vehicle of a newly formed Community Land Trust (CLT).

The CLT aims to transform some dilapidated buildings on Hilbre Island into a Centre for creative, scientific and heritage activity, inspired by the island's unique nature, location and history. This Centre



View of the Buoymaster's House

would be a flagship zero carbon project, sensitively restoring several listed and heritage buildings and positioning Hilbre as a flagship project for environmental sustainability and creativity.

BADA aims to transform the Grade II-listed Buoymaster's Workshop, Store and House into studios, accessible via a membership scheme for day or overnight visits. The aim would be to encourage exciting, collaborative work, inspired by the very special landscape at Hilbre.



Day / School Room

The Friends of Hilbre already occupy the Day / School Room for their community activities. However, the building needs some improvements in order for the Friends to be able to fully deliver the public facing activities connected to Hilbre, such as sunset walks, seal watching and Open Days.



Telegraph House

The Hilbre Bird Observatory would occupy the Telegraph House to deliver their programme of scientific ornithological research and monitoring.

Two further buildings, the Grade-II listed Telegraph Station and the unlisted Fog Cottage, which will be the islands energy centre, will be the shared responsibility of the CLT.

The Business Plan is part of a wider scope of works that has been undertaken to identify a sustainable future for Hilbre. This includes:

- Report by Smith Young Architects exploring the interventions required across the built assets; and
- Review of the environmental and ecological design and performance of the buildings by Dr Simon Tucker at Liverpool John Moores University.

2.0 About Hilbre Island

2.1 The Site

The Hilbre Islands Local Nature Reserve is contained within the Dee Estuary, on the north-west coast of England. It is made up of approximately 11 acres. The Dee Estuary is:

- A Site of Special Scientific Interest
- A Special Protection Area
- A Ramsar Site, which is a Wetland of International Importance
- A candidate for EU Special Area of Conservation.

The three tidal islands, Little Eye, Middle Eye and Hilbre Island and the surrounding foreshores, are currently freehold property managed by the Metropolitan Borough of Wirral (via WBC) and supported by the Friends of Hilbre.

Due to its location in the estuary, visiting times are governed by the tide times and no unauthorised overnight stays are permitted. There are no permanent residents onsite, although two bungalows are currently leased by families from WBC. Visitors are advised to leave Hilbre at least 3-hours before the high tide, as access to Hilbre is solely by foot, with the walk taking around 1.0 hours each way. There is a nearby train station, West Kirby, that provides connections to Liverpool Lime Street.



2.2 History¹

The three islands within the peninsular are known today as Hilbre, Middle Eye and Little Eye, having originally formed part of the mainland and became tidal after the last Ice Age ended about 11,500 years ago. Archaeological findings on Hilbre indicate that Ice Age hunter-gatherers and The Romans were early visitors to the island; 19th century suggestions that a Roman Pharos (lighthouse) was erected on Hilbre has not produced any evidence to support this idea.

In addition to archaeological findings, stone remains of graves have been found on Hilbre, dating back to the 10th and 11th centuries, indicating a religious presence on the island pre-Norman Conquest. By 1140 West Kirby and Hilbre were controlled by Chester Abbey and a Benedictine cell of two monks and their servants lived on the island until the Dissolution between 1536-1541. Hilbre's place name did not appear in records until 1140, when recorded as Hildeburgheye, meaning Hildeburgh's Island. As a Saxon personal name, this suggests a connection with an earlier time before the Norman Conquest.

In the 16th to 18th centuries Hilbre Island and Hyle Lake became an important anchorage for shipping in the Dee Estuary when the river at Chester was silting up. Hilbre Island was also used as an embarkation point for shipping troops, horses and equipment to Ireland during Elizabeth I's Irish wars and again during Cromwell's Irish campaign. Salt refining took place on Hilbre in the late 17th and early 18th centuries and today, there are traces of this industry still visible in the north of the island.

A public house on Hilbre was first recorded in 1793 to cater for the crews of the small vessels who used the harbour. Hilbre's public house is still remembered locally as The Seagull Inn, a name which never appeared in official records.

In 1826 the Trustees of the Liverpool Docks acquired the lease of the islands from Chester Cathedral in order to set up their first semaphore telegraph station, for communicating messages from Holyhead to Liverpool. The line of stations ran through Anglesey, Puffin Island, the Great Orme, Llysfaen near Abergele, Foel Nant, Hilbre Island and Bidston Hill to Liverpool. The first station was a wooden structure just north of the present stone building, which was built in 1841. In 1860, the semaphore system was replaced with an electric cable which remained in use until 1939. A separate house for the Telegraph Keeper was also built in 1841, which later became the residence for the islands' wardens.

Hilbre Island as it appears today is almost completely the creation of the Dock Trustees and the Mersey Docks and Harbour Board. Leases were also granted for the construction of holiday bungalows in 1896, 1904, 1908 and 1923.

In 1945 Hilbre was sold to Hoylake Urban District Council with a number of covenants designed to safeguard it from undesirable development. In 1974 when local government was reorganised, the newly elected Wirral Borough Council placed on record its determination to pursue a policy safeguarding the islands from undesirable development and to preserve and maintain their character for the enjoyment of the public.

2.3 Location

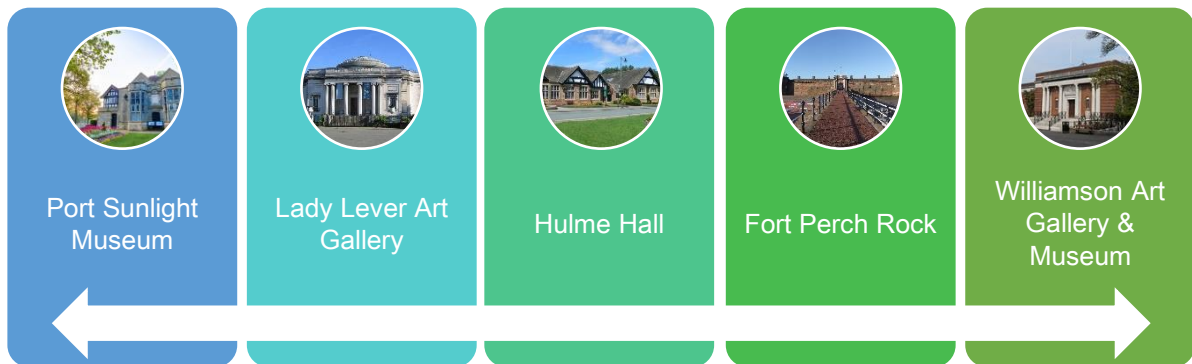
¹ This document provides a short summary of the island's history. A detailed account can be found via the Friends of Hilbre website: <https://www.hilbreisland.info/>.

Wirral Peninsula is a popular spot for short breaks and holidays, due to its coastal and countryside offering of over 50-miles of walks, cycle routes and beaches. There are a number of outdoor parks and green spaces, including the North Wirral Coastal Park and Flaybrick Memorial Gardens, and the annual May Wirral Walking Festival is also a good draw for residents and visitors alike. There are also three National Trust nature reserves in the Wirral.

West Kirby, the town closest to Hilbre, has a variety of leisure, retail and food and beverage offers including:



Other key tourist attractions across the Wirral include:



2.4 Partners

There are three main partners driving the project and a highly collaborative approach underpins the development of the project.

2.4.1 British Art and Design Association (BADA)

BADA is an arts organisation that aims to advance public education and appreciation for excellence in arts. Its charitable status was established in 1986 (charity number 517826).

BADA would occupy the largest building footprint on the island, providing studios and collaborative workspaces in the Grade II-listed Buoymaster's Workshop, Store and House.

The Centre would provide artists access to a suite of studios, via the membership programme, enabling them to stay and produce work inspired by the island's unique location. Studio membership would provide the opportunity to stay on the island alongside other members, developing a sense of community and place.

The development of these buildings will be phased, eventually providing a capacity of 18 members at any one time. in addition to day visitors. Membership for overnight stays would be provided on a 'timeshare' basis, permitting each individual or organisation with a set amount of access to Hilbre e.g., 6 weeks per year.

There would also be an option for Educational Membership, allowing access to Hilbre for different university departments that seek to make use of the site.

2.4.2 Friends of Hilbre Island (FoH)

Formed in 2001, the FoH are a membership-led charitable organisation (charity number 1103822), focused on the maintenance, conservation and community enjoyment of Hilbre.

They have developed the Telegraph Station as a small visitor centre and the Bouymasters Workshop as a museum of maritime artefacts. They have also updated the Bunk House as a space to host events and facilitate Open Days. FOH would continue to be the public-facing partner on the island, delivering community activities and events.

2.4.3 Hilbre Bird Observatory (HiBO)

Hilbre Bird Observatory is a membership organisation, accredited by the British Ornithologists Club in 2008. It was founded in 1957 and continues to be run by volunteers.

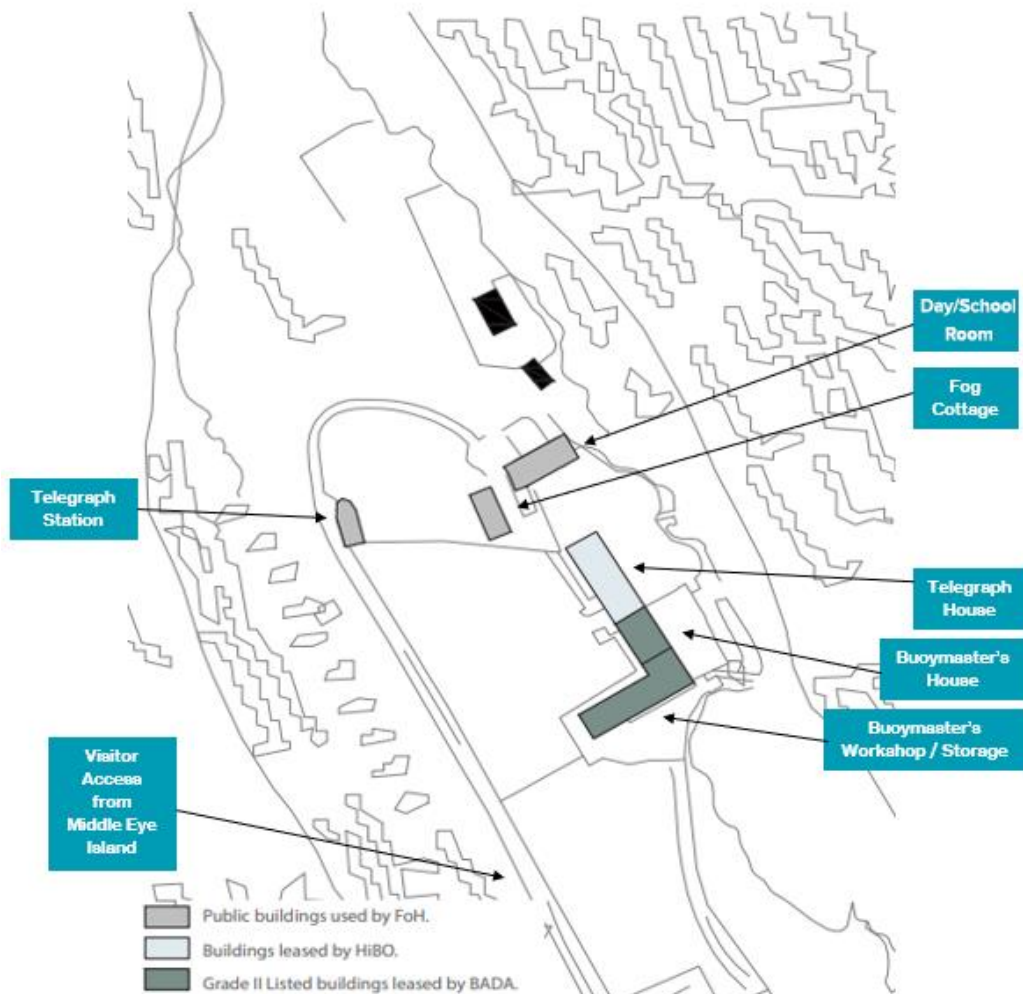
HiBO wishes to expand their current monitoring of bird migration patterns and improve their facilities for 'ringing' birds, together with increasing the capacity for their members to stay on Hilbre in Telegraph House.

2.5 Buildings

Five buildings on Hilbre are part of this project. The Bouymaster's House, Workshop and Store and the Telegraph Station are Grade II-listed.



Fog Cottage is earmarked as the energy station, housing the plant and equipment required to ensure that the island can generate its own energy and operate sustainably.



2.6 Ownership and Management

Hilbre currently falls within the remit of Wirral Borough Council. There is a Parks Ranger for the Wirral area who looks after the islands. The Ranger is also responsible for Wirral Country Park, Hilbre Islands and Heswall Dales and based at Wirral Country Park. It is becoming increasingly difficult for WBC to maintain the site, due to increased pressure on budgets.

The FoH have been working closely with WBC to help sustain the site through volunteer work and fundraising. Money raised has contributed to the renewal of some of the buildings onsite. This has included the Day / School Room, which has had some minor renovations to make it useable as a meeting space, the Bouymaster's Workshop, which has been repurposed as a small maritime museum, and the Telegraph Station, which acts as a visitor centre when open to the public.

The current setup makes it difficult for the FoH to bid successfully for funding, as approvals have to go through WBC. It is recognised that this process is not best suited to developing and meeting the needs of the site.

HiBO currently leases one of the three non-residential bungalows from WBC to undertake the work necessary for the Bird Observatory Network, but they intend to expand this function to the Telegraph House through this project.

The other two bungalows belong to two families on a recurring lease since being built in the early 1900s. There is also a green building near to the Day / School Room which is leased by the Mersey Canoe Club from WBC and the Lifeboat Station. None of these buildings will fall within the responsibilities of the project.

There is an existing Hilbre Island Nature Reserve Management Committee that will remain in effect throughout and post-project, to act as a consultative committee for Hilbre. This Committee comprises a representative from Wirral Borough Council, HiBO, FoH, the canoe club and the two families who own the two bungalows. The British Art and Design Association (BADA) will also join this Committee.

2.7 Visitors

Hilbre Island is freely accessible during low tides to anyone who can access it by foot. Historically, footfall has been in the region of 25,000–30,000. This has significantly increased since COVID, due to changing audience behaviours and a preference for outside spaces.

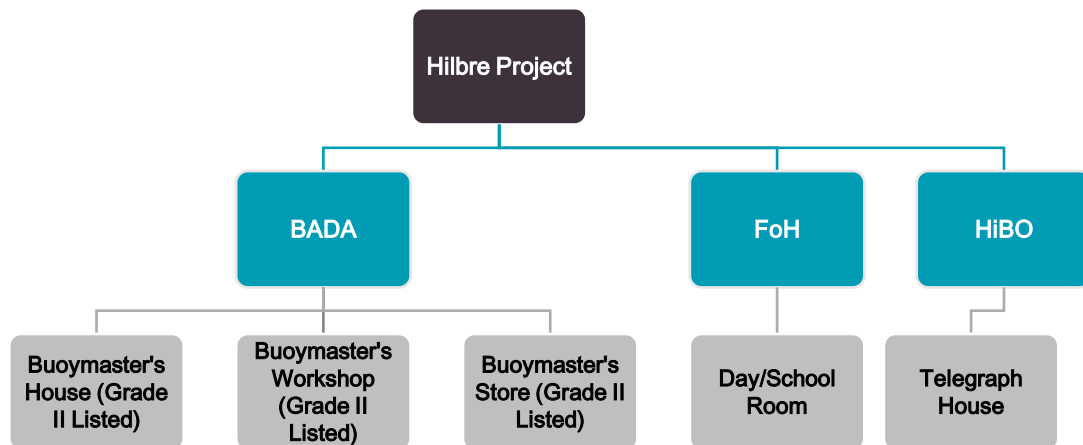
Hilbre is renowned locally for its landscape and health and wellbeing benefits, which is complemented by the variety of in-situ wildlife habitats and flora and fauna, including a large colony of grey seals. Visitors are also attracted by past and ongoing archaeological works on the island. These natural habitats are being increasingly compromised by the large number of visitors.

The partners are keen not to significantly increase footfall to the site, to ensure that this special landscape is protected.

3.0 The Project

3.1 Introduction

The project will bring together the three organisations – the British Art and Design Association (BADA), the Friends of Hilbre (FoH) and Hilbre Bird Observatory (HiBO) – into the Hilbre Islands Community Land Trust. The CLT will hold the lease with Wirral Borough Council on the whole development. The constituent parties of the CLT will each have their own lease on relevant buildings (detailed below) and autonomy over their own activities and events, whilst acting under one united governance structure.



Additionally, the Telegraph Station and Fog Cottage will be managed jointly by the CLT.

Hilbre Buildings – Project Scope	
Buildings included	Other buildings on the island - <i>not</i> included
<ul style="list-style-type: none"> • Telegraph House • Day/School Room • Buoymaster’s House (Grade II Listed) • Buoymaster’s Workshop (Grade II Listed) • Buoymaster’s Store (Grade II Listed) • Telegraph Station (Grade II Listed)* • Fog Cottage* 	<ul style="list-style-type: none"> • Three privately owned bungalows • Mersey Canoe Club (green building) • Lifeboat Station (derelict) • Boatshed near Canoe Club building • Public Toilets

3.2 Phasing of Works

The works will take place in two phases:

1. **Phase 1: pre-planning** – commences upon signing of a short-term lease with Wirral Borough Council. Phase 1 works are focused on repair and refurbishment. There will be small scale works to provide a limited electricity supply to all buildings and enable the occupation of the three BADA buildings at a basic level, together with the refurbishment of the Day / School Room for FoH and the Telegraph House for HiBO. The estimated project cost of this phase is £135,500.

- Phase 2: post-planning** – commences when planning / listed building consent is obtained and the long-term lease is signed with Wirral Borough Council. Significant fundraising will be required to unlock the investment in the Fog Cottage energy systems and the works required to BADA's listed buildings and the listed Telegraph Station. The current project costs for phase 2 are £492,000.

Further detail is provided in section 7.

3.3 Vision and Aims

3.3.1 Vision

The vision for the project is:

'To conserve, protect and promote the built, social and natural heritage of Hilbre Island for current and future generations, through appreciation of the environment, history, arts and science'.

3.3.2 Aims

The project aims are:

- To assist in managing and protecting the natural environment and the unique ecology of Hilbre
- To restore the buildings within the remit of the CLT, giving them new purpose and use
- To establish a vibrant network of artists and scientists, who are inspired to create new works, research and outputs by Hilbre's unique sense of place
- To position Hilbre as a place for cross-curricular learning, welcoming to schools, universities and other educational institutions
- To promote the respectful use of the island and inspire visitors to consider and take action with respect to their own environmental behaviour.

3.4 Governance and Management

A Community Land Trust (CLT) has been identified as the best governance structure for the project. Other options were reviewed during this process (see Appendix 1 for more information). We also sought advice from local organisation Breaking Ground, which assists in the establishment and development of CLTs.

This structure means that each partner can continue to operate its own organisation, whilst also becoming a founding member of the CLT. Partners will develop their own income and activity strategies and will be responsible for refurbishing and maintaining the building(s) that they occupy on the island.

The only shared elements for management by the CLT will be the energy system, repairs to the Telegraph Station and Fog Cottage and accountancy fees.

4.0 Market Appraisal

4.1 Demographics

4.1.1 General Population

The population of the Wirral is c. 322,000 people. It is 95% White and with a high proportion of these being older people in retirement.

- 60% of adults are overweight or obese and 16% suffer from depression.
- Children and young people represent 28% of the total Wirral population (aged 0-24 years).
- 15% of children aged 0-15 live in poverty.
- 35% of the population live in the top 20% most deprived areas in England.

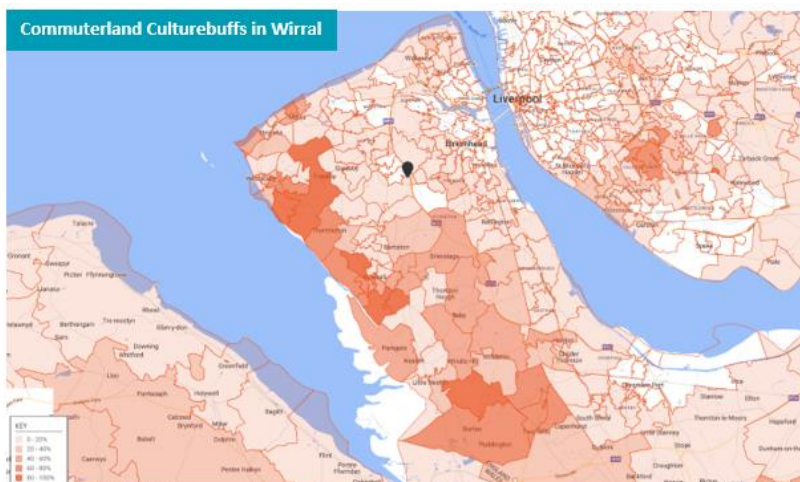
The Wirral also has a higher percentage of millionaires than traditionally select areas of London and Surrey, thought to be attracted by quality of life and easy access to Liverpool and Manchester.

Relevance

- Access to nature and outdoor space will be beneficial for those who are overweight, obese or suffering depression.
- Better facilities enabling an enhanced schools offer will benefit local children.
- Wealthier residents could be targeted as part of a fundraising campaign.

4.1.2 Audience Segmentation

The Audience Agency *Audience Finder* tool groups people into audience segments to help arts, culture and heritage organisations identify audience motivation and behaviour.



70% of local audiences belong to the *Commuterland Culturebuffs* segment, reflected as the darker orange sections in the map.

They can be characterised as:

Relevance

Commuterland Cuturebuffs:

- Are older families and empty nesters with considerable disposable income, who are happy to pay for ancillary amenities. They may be willing to support the project's development, through e.g. crowdfunding or a community share scheme.
- Have time to indulge in a wide range of interest and leisure pursuits, so may be willing to volunteer or become a Friend of Hilbre.

4.2 Tourism

The intention is not for Hilbre Islands to become a tourist attraction. It will continue to serve the local community who have long visited the islands, as well as new targeted artistic and learning audiences through this project.

However, with a growing visitor economy as outlined below, it will be important to balance the interest in the island that is generated through this project, with sustainable levels of footfall.



4.3 The Market for Membership

4.3.1 Corporate Membership

Hilbre corporate membership is a very different proposal to corporate membership at, say, Liverpool Museums or Tate Liverpool. However, there is still commercial appetite for supporting the arts and a potential market to explore.

Firms with a significant local presence, such as Brabners law firm, Morrisons and Unilever, are being targeted to gauge their potential interest in supporting the project at Hilbre.

4.3.2 Individual Studio / Associate Membership

There are several networks in the area, who could be targeted for studio or day membership. This is in addition to existing organisations who already use the site for fieldwork and research such as Liverpool John Moore’s University.

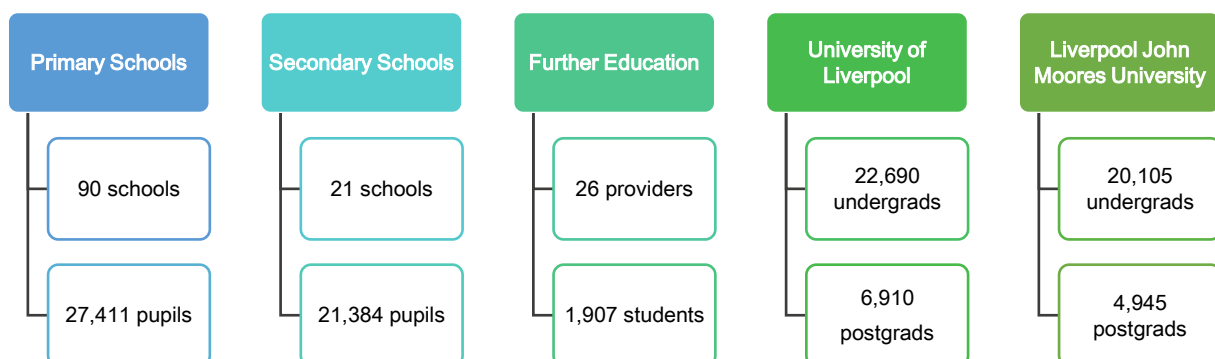
Studio / Day Membership Market – Merseyside	
Organisation	Key Points
Wirral Art and Open Studio	Wirral Open Studio is a network of c. 60 local artists located across 34 venues in Wirral. Artists work in a variety of disciplines including painting, photography, printmaking, sculpture, ceramics, glass, textiles and jewellery. The network also produces an annual Open Studio Tour, inviting the public to their studios, workshops and display spaces.
Liverpool Artists’ Network	Liverpool Artists’ Network is an artist-led platform set up in 2008 to connect the artists, art organisations, art venues, groups and collectives of Liverpool. It provides access to engagement and discussion for those wanting to plan collaborative work across the Liverpool region. It is a network of more than 300 artists from Merseyside.
Wirral Arts and Culture Community Land Trust	The CLT is a charitable community benefit society, set up to deliver: <ul style="list-style-type: none"> ambitious, creative, and transformational arts programming which enhances the health and wellbeing of the people of the Wirral facilities, resources and work opportunities for Wirral artists and creatives to flourish on the Wirral.
Deeside Art Group	Deeside Art Group is an art society, holding monthly workshops - open to all - and an annual exhibition to celebrate the work of the local artistic community.
Wirral Environmental Network (WEN)	WEN is a local environmental education charity that aims to advance the education of the public about the preservation of the world’s natural environment, ecological sustainability and natural resource conservation.

Studio / Day Membership Market – Merseyside	
Organisation	Key Points
Merseyside Environmental Trust (MET)	MET raises awareness of environmental issues through promoting open discussion of global and local concerns, stimulating scientific enquiry and debate through our unique position as a politically neutral charitable body.
Dee Estuary Conservation Group (DECG)	DECG represents 25 local and national bodies with interests in the wildlife of the Dee Estuary. It monitors the wildlife of the estuary and monitors any threat to it.
RSPB	There are two RSPB nature reserves on the Wirral: RSPB Parkgate and RSPB Burton Mere Wetlands. The RSPB is a natural ally with HiBO.
Merseyside Archaeological Society	The Merseyside Archaeological Society was founded in 1976 and offers a community for those interested in local archaeology from prehistory to the industrial revolution.
Chester Archaeology Society	The Chester Archaeological Society was founded in 1849 and focuses on Cheshire and neighbouring areas. Their Fieldwork group provides the opportunity to gain skills through primary archaeological research.

4.3.3 Educational Membership

Hilbre offers great scope for learning across a wide range of subjects, including art, geography, history, environmental science etc. Higher and further education facilities are the strongest target market, as the site offers great fieldwork potential, ~~both for day and overnight visits.~~

Secondary schools can be difficult to engage due to lack of flexibility in timetabling and the inaccessibility of the site makes it a visit challenging for primary school children (although the Friends do run a small number of visits for older primary school children).



Many different courses at Liverpool John Moore's University (LJMU) already visit the islands for fieldwork. LJMU also pay a fee for the use of other sites, like Gladstone's Library, outside Chester, indicating market potential for an educational membership scheme at Hilbre.

There are several other learning institutions in the vicinity to target for educational membership, including: Liverpool University; Liverpool Hope University; Chester University; Edge Hill University; Wirral Met College; and Liverpool Community College.

Local art organisations such as The Bluecoat Arts Centre in Liverpool have also expressed an interest in establishing collaborative projects with BADA.

Online resources could be developed to extend the reach of the site for learning and education providers, but also families and locals living and working in the area.

4.4 Strategic Context

Local, regional and national policies and strategies can provide helpful context for Hilbre's development.

4.4.1 Engagement with Nature and the Impact of COVID-19

The 2018/19 *Monitor of Engagement with the Natural Environment (MENE)* survey revealed that 89% of people agreed with the statement '*spending time out of doors is an important part of my life.*'

Since COVID-19, this has become even more true. Natural England's People and Nature Survey (March 2022) revealed that 45% of adults in England report spending more time outdoors than before the pandemic. Close to four in ten say that nature and wildlife are more important than ever to their wellbeing (39%, March 2022).²

Hilbre Island saw an increase in footfall with the onset of the pandemic, causing some degradation to the island's ecology. The CLT is committed to enhancing Hilbre's environment via building restoration and landscape management, but without excessive promotion that encourages greatly increased footfall.

² <https://naturalengland.blog.gov.uk/2022/05/18/people-and-nature-survey-how-has-covid-19-changed-the-way-we-engage-with-nature/>

4.4.2 Relevant local, regional and national policies

Strategic context		
Strategy	Key Points	Relevance to Hilbre
Natural England Building Partnerships for Nature's Recovery (2020-2025)	This is a 5-year plan with four key programmes: <ul style="list-style-type: none"> • Resilient Landscapes and Seas • Sustainable Development • Greener Farming and Fisheries • Connecting People with Nature. 	Engagement with Natural England, as a statutory stakeholder, is fundamental. This project is particularly relevant to their <i>Sustainable Development</i> and <i>Connecting People with Nature</i> programmes.
Wirral Plan 2021-2026	VISION: to create equity for people and place and opportunities for all to secure the best possible future for residents, communities and businesses. Five priorities are: <ol style="list-style-type: none"> 1. Sustainable environment* 2. Brighter futures 3. Inclusive economy* 4. Safe and pleasant communities 5. Active and healthy lives.* 	The starred priorities are of most relevance to Hilbre: <ul style="list-style-type: none"> • The project's zero carbon ambitions will lead the way as part of the borough's response to the climate emergency (sustainable environment). • The project will create jobs and help the three organisations thrive (inclusive economy). • The project will enhance wellbeing through involvement in arts and science (active and healthy lives).
Historic England Future Strategy 2021	The strategy has three focus areas: <ol style="list-style-type: none"> 1. Thriving Places – sustainable futures for historic places 	The project involves the sensitive redevelopment of three Grade II listed buildings so will require the engagement of Historic England. The Hilbre project arguably falls into all three focus areas.

Strategic context		
Strategy	Key Points	Relevance to Hilbre
	<ol style="list-style-type: none"> 2. Connected Communities – bringing communities together to celebrate local heritage 3. Active Participation – inspiring people to take action in support of places they care about. 	<ol style="list-style-type: none"> 1. The Bouymasters House, Workshop and Store will be restored through this project, providing a sustainable future for these listed buildings. 2. Hilbre already has a fond place in the hearts of local people and this project will bring together a new arts and science community to learn and create, inspired by the island’s natural and cultural heritage. 3. It is hoped that the interest in the project will inspire new Friends of Hilbre to join the organisation, providing support via volunteering or donations. <p>The corporate priorities of climate change and wellbeing are particularly relevant to the project.</p>
Historic England Corporate Plan 2022-23	Key priorities for the next year are: <ol style="list-style-type: none"> 1. Climate change 2. Equality, diversity and inclusion 3. Wellbeing 4. Levelling Up. 	
National Lottery Heritage Fund Corporate Strategy 2018-2021	Two priority areas are: <ol style="list-style-type: none"> 1. Landscapes and nature 2. Community heritage. <p>The Heritage Fund is increasingly focusing on wellbeing, capacity building and innovation. Every project must meet the mandatory outcome of a wider range of people being involved with heritage.</p>	Landscape and nature is a priority area, but any application to the Heritage Fund would need to be further strengthened with a strong community heritage angle.
Arts Council England Strategy 2020-2030	Three priority outcomes are: <ol style="list-style-type: none"> 1. how people can develop personal creativity throughout their lives 2. creative people, cultural communities 3. a creative & cultural country. 	Hilbre will become a place where people can develop their personal creativity, as well as creating a unique community of people who will have this shared artistic experience.

Strategic context		
Strategy	Key Points	Relevance to Hilbre
	<p>The delivery plans of these outcomes centre on addressing historic imbalance in access to culture. Those from lower socio-economic backgrounds, d/Deaf and those from Black and minority ethnic backgrounds are key priorities.</p>	

4.5 Comparators

We have reviewed comparator sites in the UK and Europe to inform the development of this project. Due to the unusual nature of Hilbre, comparator studies are based on similar principles rather than directly comparable sites. We have also considered the management of footfall to the island, as well as accessibility, education and learning provisions, protection of environment and heritage and general offer and facilities.

The sites that we have considered are:

- Centre for Alternative Technology (CAT), Wales
- Cill Rialaig Arts Centre, Ireland
- The Ocean Sound Recording Studio, Norway
- Ramsey Island, Wales
- Northey Island, Essex.

A full appraisal of these sites can be found in Appendix 2.

5.0 Financial Appraisal

5.1 CLT Overview

The three partners already exist as charitable organisations or volunteer-run membership associations, operating independently with their own revenue streams and expenditure. This appraisal establishes the contributions required by each partner towards the CLT and the shared expenditure items.

It also provides some financial context for BADA and the Friends of Hilbre, which are both registered charities. HiBO will also become members of, and contributors to, the CLT. This aims to provide assurance that these organisations are financially stable and able to contribute to the CLT.

5.1.1 Contributions

The partners will each contribute an annual amount to the CLT. BADA will contribute the most as the largest presence on the island and the Friends of Hilbre will contribute the least as they will also contribute in-kind via gardening and landscape maintenance across the CLT area.

5.1.2 Expenditure

The shared expenditure items falling under the remit of the CLT relate to the:

- Energy system
- CLT accounting
- Any repairs associated with the Telegraph Station – this is the only building managed by the CLT rather than by one of the partners.

All other expenditure items fall under the remit of the individual partner organisations e.g.:

- Maintenance and repair of the buildings that partners occupy and any associated business rates.
- Maintenance of the landscape and garden areas associated with their buildings as per the boundaries drawn. Friends of Hilbre will undertake a greater proportion of gardening and landscape maintenance, which is reflected in their smaller contribution to the CLT pot.
- Partners will clean their own buildings and may choose to employ a cleaner from their own reserves (e.g. BADA).
- It is the responsibility of each partner to manage and maintain their own services e.g. septic tanks, water filtration systems etc.

5.1.3 Income and expenditure overview

The aim is for partner contributions to build up a CLT sinking fund over time, which can then be used to address any foreseen expenditure, e.g. the energy system maintenance costs, and unforeseen expenditure, e.g. repairs works to the Telegraph Station.

CLT income and expenditure	Year 1	Year 2	Year 3	Year 4	Year 5
Income					
BADA contribution	£1,000	£1,500	£1,500	£2,000	£2,000
FoH contribution	£500	£500	£500	£750	£750
HIBO contribution	£1,000	£1,250	£1,250	£1,500	£1,500
Subtotal	£2,500	£3,250	£3,250	£4,250	£4,250
Expenditure					
Energy	£1,000	£1,000	£1,000	£1,050	£1,050
Accounts	£350	£350	£350	£368	£368
Telegraph Station / Fog Cottage repairs	£700	£700	£700	£735	£735
Subtotal	£1,350	£1,350	£1,350	£1,418	£1,418
Deficit / Surplus	£1,150	£1,900	£1,900	£2,833	£2,833

5.2 BADA Overview

BADA already has experience managing studios and exhibition spaces, so the Hilbre project is an extension of this in a new setting. BADA will assume responsibility for the Bouymasters Store, Workshop and House, which are Grade II-listed properties.

5.2.1 BADA income

BADA's income at Hilbre will be mainly generated by the membership scheme which allows access to the island's studios for 10 months of the year. Guests will not be able to stay until phase 1 is complete and the buildings are habitable at a basic level. Welcoming guests as soon as Phase 1 is complete will enable income to be generated, whilst fundraising for Phase 2. The site will be fully operational by year 4.

Potential members will be interviewed before joining, to ensure that the island studios are being used for genuine creative and scientific intent, rather than as alternative holiday accommodation. The range of membership schemes is as follows.

Individual Studio Membership

Individual studio membership costs £300 p.a. in years 1-3, rising to £350 p.a. in years 4-5. This figure is based on comparator research of other local studios, which tend to charge monthly.

Studio	Location	Membership fee
The Royal Standard	Liverpool	£80/£180 pcm
Aspen Yard	Liverpool	£180/£290 pcm
Alternator Studio & Project Space	Oxton, Birkenhead	£85 pcm
Wood Street Studios	Heswell	£180 pcm

Studio membership at Hilbre includes:

- Three weeks studio use p.a.
- Further weeks at a discounted rate of £100 per week
- Dedicated studio accommodation.

Given Hilbre's unique location and offer, and local accommodation costs and rates for residential arts courses, we believe that this represents good value. Members of the Deeside Arts Network have already expressed interest, as have Wirral Open Studio, and the Bluecoat Arts Centre.

Our projections allow for 20 memberships in year 1 and 30 in year 2 before stabilising at 40 for the following years. These figures are conservative estimates based upon less than 40% of the studio capacities.

Associate Day Membership

Associate day membership costs £100 p.a. in years 1-3, rising to £150 in years 4-5. It allows for the use of social facilities and the open plan studio, as well as including invites to events. It excludes accommodation and the use of individual studios.

Given the unique offer, there are few comparators for Associate Day Membership. However, the National Trust charges £76.80 for annual membership and so we believe that £100 p.a. is achievable in this context.

We have estimated a modest initial income from this stream with 20 memberships in year 1, rising by ten memberships p.a. reaching 70 by year 5.

Education / Corporate Membership

Education / corporate membership costs £3,000 p.a. in years 1-3, rising to £3,500 in years 4-5.

Universities have a 'non-pay' budget of c.£200 per student per years to pay for visiting lecturers, guest critics and field trips etc. Currently 200 students p.a. visit Hilbre as part of their studies. 10% of this £200 pot for each current visiting student equates to £4,000. We believe that £3,000 is therefore a realistic membership fee for education institutions.

At least two hundred students from Liverpool John Moores University (LJMU) already visit Hilbre Island from the following courses: BA Architecture; MArch Architecture; Marine Biology; Creative Writing; and Geography. Additional courses such as Astro Physics and Building Services Engineering have also expressed a strong desire to use the facilities once operational.

LJMU recognise the additional benefits that will be provided to students with a proper base on the island, are enthusiastic in principle about the project, and have been approached for a Letter of Support.

Other regional institutions; University of Liverpool, Liverpool Hope University, Edge Hill University and the University of Chester will be approached to grow the educational membership category from year two of the project.

Other Income

Membership income will be supplemented with a small income generated by events, courses etc.

5.2.2 BADA Expenditure

BADA expenditure will be as follows:

Building expenditure:

- Rent has been calculated at peppercorn rent of £1 p.a.
- Insurance has been estimated at £3 per square metre for a full package (building, public liability, indemnity etc) with a 5% uplift in year 4.

Maintenance:

- Building maintenance and repairs have been calculated at £7 per square metre from years 1-3. This has been reduced to £6 per square metre in years 4-5, as this is when the main capital works will take place onsite.
- Septic tank emptying has been estimated at £800 p.a. from year 2 (there will be a temporary chemical toilet in year 1). There is a 5% increase from year 4.
- Water system filter check has been estimated at £500 p.a. from year 2 (rainwater collection will only be installed in year 2. Water will need to be brought onsite in year 1). There is a 5% increase from year 4.
- Cleaning will be undertaken by members and BADA staff in year 1 due to the simple 'raw' nature of the experience and site. There is a budget for cleaning in years 2-3, with an uplift in years 4-5.
- A nominal £200 has been allocated for gardening equipment and materials. Gardening will be undertaken by BADA operational volunteers and the Friends of Hilbre.

Business administration:

- The industry benchmark for marketing spend is between 4% and 8% of income. We have estimated 5% of income in years 1-3, and 6% of income in years 4-5 to allow extra spend to market the fully refurbished and restored site.
- We have allocated money for a business website via Squarespace.
- We have allowed for two days of accountancy input p.a. @ £350 per day.
- Business rates have been calculated based on a rateable value of £56 per square metre and using the small business multiplier of 49.9p. We have also applied 80% charitable rate relief.
- We have allowed £20 per week in years 1-3 for stationary and sundries, with a 5% increase in years 4-5.

Staffing costs:

- We have allowed for some staffing costs from year 3. Until then, bookings will be managed by BADA volunteers.

Contribution towards the CLT:

- The contribution starts at £1,000 in year 1, before rising to £1,500 in years 2-3, stabilising at £2,000 in years 4-5.

5.2.3 BADA Income and Expenditure Overview

	2023-24	2024-25	2025-26	2026-27	2027-28
BADA income and expenditure	Year 1	Year 2	Year 3	Year 4	Year 5
Income					
Individual Studio Membership	£6,000	£9,000	£10,500	£14,000	£14,000
Associate Day Membership	£2,000	£3,000	£4,000	£9,000	£10,500
Education / Corporate Membership	£3,000	£6,000	£6,000	£10,500	£12,000
Events, courses etc	£500	£1,000	£1,500	£3,000	£4,000
Competitions	£500	£1,000	£1,500	£2,000	£2,000
TOTAL INCOME	£12,000	£20,000	£23,500	£38,500	£42,500
Expenditure					
General Building/s					
Rent	£1	£1	£1	£1	£1
Insurance (building / public etc)	£2,271	£2,271	£2,271	£2,385	£2,385
Maintenance					
Building maintenance and repairs	£3,080	£3,080	£3,080	£2,640	£2,640
Septic tank emptying	£0	£800	£800	£840	£840
Water system filter check	£0	£500	£500	£525	£525
Cleaning	£0	£2,640	£2,640	£3,080	£3,080
Gardening	£200	£200	£200	£200	£200
Energy (wood pellets)	£500	£1,000	£1,500	£3,000	£3,500
Business Admin					
Marketing	£600	£1,000	£1,175	£2,310	£2,550
Website	£180	£180	£180	£189	£189
Accounts	£700	£700	£700	£735	£735
Business Rates	£2,459	£2,459	£2,459	£2,459	£2,459
Stationary / sundries	£1,040	£1,040	£1,040	£1,092	£1,092
Staffing Costs					
Bookings Manager	£0	£0	£3,000	£13,000	£15,000
Contributions					
Towards CLT	£1,000	£1,500	£1,500	£2,000	£2,000
TOTAL EXPENDITURE	£12,031	£17,371	£21,046	£34,456	£37,196
Surplus / Deficit	-£31	£2,629	£2,454	£4,044	£5,304

5.2.4 Sensitivity Analysis

We have undertaken a Sensitivity Analysis to review the impact of the removal of Business Rates should any agreement along these lines be reached with WBC. This indicates a healthier profit margin from year 1.

	Year 1	Year 2	Year 3	Year 4	Year 5
Income	£12,000	£20,000	£23,500	£38,500	£42,500
Expenditure minus business rates	£9,572	£14,912	£18,587	£31,997	£34,737
Surplus / Deficit	£2,428	£5,088	£4,913	£6,503	£7,763

5.2.5 BADA Summary

Our projections indicate a small deficit in year 1 before introducing surplus from year 2 and this growing steadily year-on. Our income projections are cautious, with a 40% occupancy rate, and it is important to note that BADA also has reserves to meet any shortfall in income generation.

5.3 Friends of Hilbre Overview

The FoH finances from the past four years are below.

Friends of Hilbre financials				
Income	2021	2020	2019	2018
Subscriptions	£764	£170	£739	£831
Donations	£3,280	£1,276	£1,445	£710
Walk receipts	£0	£0	£0	£255
Refreshment sales profit	£0	-£123	£861	£892
Sundry sale	£0	£0	£0	£29
Bank interest	£53	£42	£24	£6
Grant from Grantscape	£4,526	£0	£0	£0
Sub total	£8,623	£1,365	£3,069	£2,723
Expenditure				
WBC cost of new signage	£4,526	£0	£0	£0
Postage and stationary	£26	£69	£144	£199
Insurances	£315	£374	£315	£353
Sundry repairs	£109	£52	£334	£47
Leaflets	£0	£0	£0	£279
Small tool and equipment replacements	£62	£0	£59	£0
Sundry expenses	£96	£41	£85	£22
Depreciation	£112	£223	£111	£148
Sub total	£5,246	£759	£1,048	£1,048
I&E deficit / surplus	£3,377	£606	£2,021	£1,675
Reserves	£15,699	£15,093	£13,072	£11,397
TOTAL	£19,076	£15,699	£15,093	£13,072

There are additional expenditure items that will be required as this project moves forward:

- As the FoH will be responsible for the Day Room, a budget for building maintenance and repairs will be required. This has been calculated as **£469 p.a.** based on £7 per square metre for the 67 metres squared building.
- Business rates will also need to be paid. These have been calculated based on a rateable value of £56 per square metre and using the small business multiplier of 49.9p. We have also applied 80% charitable rate relief. This equates to **£374 p.a.**

The Friends of Hilbre have built up a solid reserve and are in a strong position to contribute annually to the CLT, even with these additional costs. This contribution has been estimated to be £500 for years 1-3 and £750 for years 4-5.

5.4 HiBO Overview

The Hilbre Bird Observatory is currently finalising its annual accounts. Their business model will be provided in the near future and will include for their ongoing contribution to the CLT together with the running costs for Telegraph House.

6.0 Risk Register

Risk Register					
Nature	Risk	Probability	Effect	Level of effect	Mitigation
Management	Selected CLT governance structure does not meet the needs of the island.	Low	<p>Uniting BADA, FoH and HiBO under one united governance structure is a critical component to the project.</p> <p>Project would not go ahead as planned and governance options would have to be re-evaluated.</p>	High	<ul style="list-style-type: none"> Review of governance options has taken place and expert advice sought Develop a clear united vision for the project Ensure each of the three parties understand their commitments to the organisation, including any financial obligations that would be required Ensure that a strong method of communication and dissemination of information is developed amongst the management team Recruit any necessary individuals with experience in areas that are identified by the group as being missing and valuable to add to the team.
Management	Failure of CLT founding members to fulfil their obligations to the CLT.	Low	<p>CLT may have reduced reserves and may not be able to maintain the energy systems and buildings under its care. Approach to management and maintenance may be disjointed.</p>	High	<ul style="list-style-type: none"> Early engagement and confirmation from all three parties to demonstrate commitment CLT governance documentation will ensure that all parties are aware of what is expected of them as founding members e.g. where each party will have autonomy over buildings and activity, and for any shared responsibilities. Under a CLT structure, if one party were to fail in fulfilling their obligations to the project, the asset in

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Risk Register					
Nature	Risk	Probability	Effect	Level of effect	Mitigation
					question could be leased out to another party to develop, if needed (via the lead organisation, BADA).
Management	Failure of CLT founding members to appropriately develop / restore their building(s), leaving it dilapidated and unsightly.	Medium	Loss of project momentum and delivery of its vision. Could cause a disparity between organisations.	Medium	<ul style="list-style-type: none"> Ensure an agreed timescale for any capital redevelopment is produced and monitored throughout the project's progress, to help reduce the likelihood of funds being made unavailable and a constant series of works being undertaken onsite Recruitment of an experienced project manager to oversee capital development work.
Market	Project attracts significant attention and a damaging increase in visitor footfall.	Medium	Damage to landscape, biodiversity and ecology. Puts pressure on stakeholder relationship with Natural England.	Medium	<ul style="list-style-type: none"> Develop strong marketing and communications about 'respectful' visiting; the unique nature of Hilbre's landscape; and that access to BADA buildings is only via the membership scheme.
Financial	Capital funding is difficult to raise.	Medium	Project takes longer to implement or is not funded at all.	High	<ul style="list-style-type: none"> Develop a fundraising strategy Recruit experienced fundraising individual to support fundraising efforts.

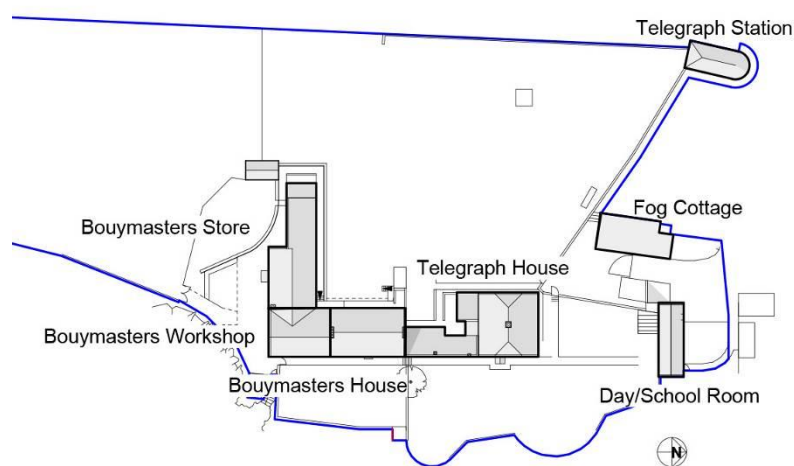
Risk Register					
Nature	Risk	Probability	Effect	Level of effect	Mitigation
Financial	Project costs are high due to inflation, materials costs and labour supply.	High	More fundraising may need to take place with associated delays to the programme.	High	<ul style="list-style-type: none"> Recruitment of an experienced cost consultant to oversee capital development work. Realistic contingency and inflation budget included in project costs. Fundraising efforts take likely increased costs into account.
Legal	Transferring the asset from WBC is unsuccessful.	Low	Project would be difficult to develop via WBC, as they do not have the resource / capacity to pursue.	High	<ul style="list-style-type: none"> Council / Council officers have been engaged in the process and it is the intention of the CLT to acquire the asset via the Assets Disposal Programme by Winter 2022.
Environmental	Problems protecting the site's biodiversity and wildlife during any large-scale development works.	Medium	Hilbre's biodiversity and wildlife is essential to its offer and maintaining the various accreditations associated with the site. Any damage to this would seriously impact not just the project, yet the site itself.	High	<ul style="list-style-type: none"> Engaging contractors early on during any tender process to understand how this would be managed, including methods of transportation and waste Recruitment of experienced and competent project team members to support the development of a sustainable and carefully managed project programme Ensure each member of the CLT is clear in their responsibility and role in protecting and conserving this element of the project through their capital development scope of works / activity Develop strong documentation and handover procedures.

Risk Register					
Nature	Risk	Probability	Effect	Level of effect	Mitigation
			Without securing a project that can ensure environmental sustainability and protection, the fundamental vision will be compromised		
Archaeological	Capital works on the island puts archaeology at risk	Medium	Archaeology may be damaged	High	<ul style="list-style-type: none"> Archaeological watching brief required as part of any capital works.

7.0 Capital Works

This section is a summary of the design, programme, cost and nature of the projected capital works required to bring the existing buildings up to an operational standard. Extensive work has been undertaken, including; digital scans, dilapidation, dimensional and photographic surveys, to ascertain the extent of repair works required and establish the heritage value of all parts of the project site.

The internal configuration, scale and size of each building has been weighed against the functional requirements of the three constituent organisations which will form the Community Land Trust (British Art & Design Association, Hilbre Bird Observatory, Friends of Hilbre). The design of the project that enables each body to operate in a distinctive way, aligned with their individual aims and ambitions, whilst coming together into a single community to work within the particular demands of this ecologically highly sensitive site. The absence of any energy or waste systems, coupled with the tidal condition of the island creates a particular set of technical challenges. The presence of four grade two listed structures adds an additional set of heritage considerations which have been taken into account.



The general arrangement plans included are intended to provide an overview of the location and nature of the works.

The project programme gives an indicative timescale for implementation based upon a two-stage process:

Phase one is a limited repair and refurbishment during the

period of an initial three-year lease. Phase two is a more extensive capital investment possible upon receipt of planning/listed building consent and the signing of a long-term lease. The longer lease is dependent upon obtaining planning/listed building consent, which is itself required to secure the larger financial commitments in phase two.

The indicative budget costs for the capital works have been based upon published Q3 2022 rates supported by market research into individual high-cost elements such as the wind turbine and photovoltaic panels.

This section of the report is an extract of the work undertaken by the architectural consultants, (Smith Young Architects) and the sustainability expert (Simon Tucker (LJMU)) which will form the basis of the subsequent planning consultation and application.

7.1 Day/School Room



Day/School Room north elevation

The Day/School room, single storey rendered and painted brick walls under slate roof (graded courses) with stone gable copings and timber windows.

Internally a small kitchen area inside the front door leads down three steps to a larger meeting room, open to the ridge. Existing services include fire suppression misting system. Good structural condition but suffers from rising and penetrating damp due to missing gutters and no damp proof course to walls.

7.2 Fog Cottage



Fog Cottage east elevation, generator room to RH side

Fog Cottage, single storey roughcast rendered sandstone walls with slate monopitch roof, timber windows and louvred doors.

Internally a large workshop space with limited finishes open to ridge with a small mezzanine leads to a separate room with redundant diesel generator.

Good structural condition and well maintained roof, some missing render to walls.

7.3 Telegraph Station



Telegraph Station viewed from north-west

Telegraph Station, grade two listed single storey structure, painted sandstone walls with hipped slate roof (graded courses) formed to semi-circular north end. Distinctive multi-pane observation window to north end. Internally a small lobby leads up two steps to a principal space currently fitted out as an exhibition area.

Structurally sound but deteriorating roof and penetrating damp due to missing gutters.

7.4 Telegraph House



Telegraph House, single storey painted sandstone walls (including carved date stone) below hipped slate roof with a prominent central chimney stack. Additional single storey stone structures to the south with monopitch slate roof.

Internally, multiple small rooms arranged as previous warden's residence.

Structurally sound but with damaged gutters and significant rising and penetrating damp.
Telegraph House north and east elevations

7.5 Bouymasters House



Bouymasters House front (east) elevation

Bouymasters House, grade two listed, two storey dashed rendered walls with slate roof and two chimney stacks to gables. Original timber sash windows.

Internally, four rooms to each floor arranged symmetrically around central stair with half landing. Structurally sound with some damage to internal lath and plaster walls and ceilings and rising damp to rear ground floor rooms. Windows in need of decoration.

7.6 Bouymasters Workshop



Bouymasters Workshop east elevation

Bouymasters Workshop, grade two listed, single storey rendered sandstone walls with slate roof (graded courses), stone copings to gable. Large timber double doors to gable, timber sash window to east elevation. Internally a single large space open to the ridge with two king post trusses. Original Yorkstone floor.

Structurally sound with little evidence of damp, some missing slates to rear.

7.7 Bouymasters Store



Bouymasters Store, south elevation, two storey part to left

Bouymasters Store, grade two listed, single and two storey rendered sandstone walls with slate roof (graded courses) mono-pitch to two storey element. Variety of timber windows including original sashes to north elevation. Internally, multiple small spaces formed by non-original partitions, leading to kitchen below first floor storerooms. Structurally sound with general dilapidation and rising damp in timber floor.

In addition to the principal structures listed above a number of small timber bird watching hides, three Heligoland Traps (currently used by the Bird Observatory), a former pig sty and two derelict stone sheds lie within the boundary of the project site.

7.8 Organisational Structure

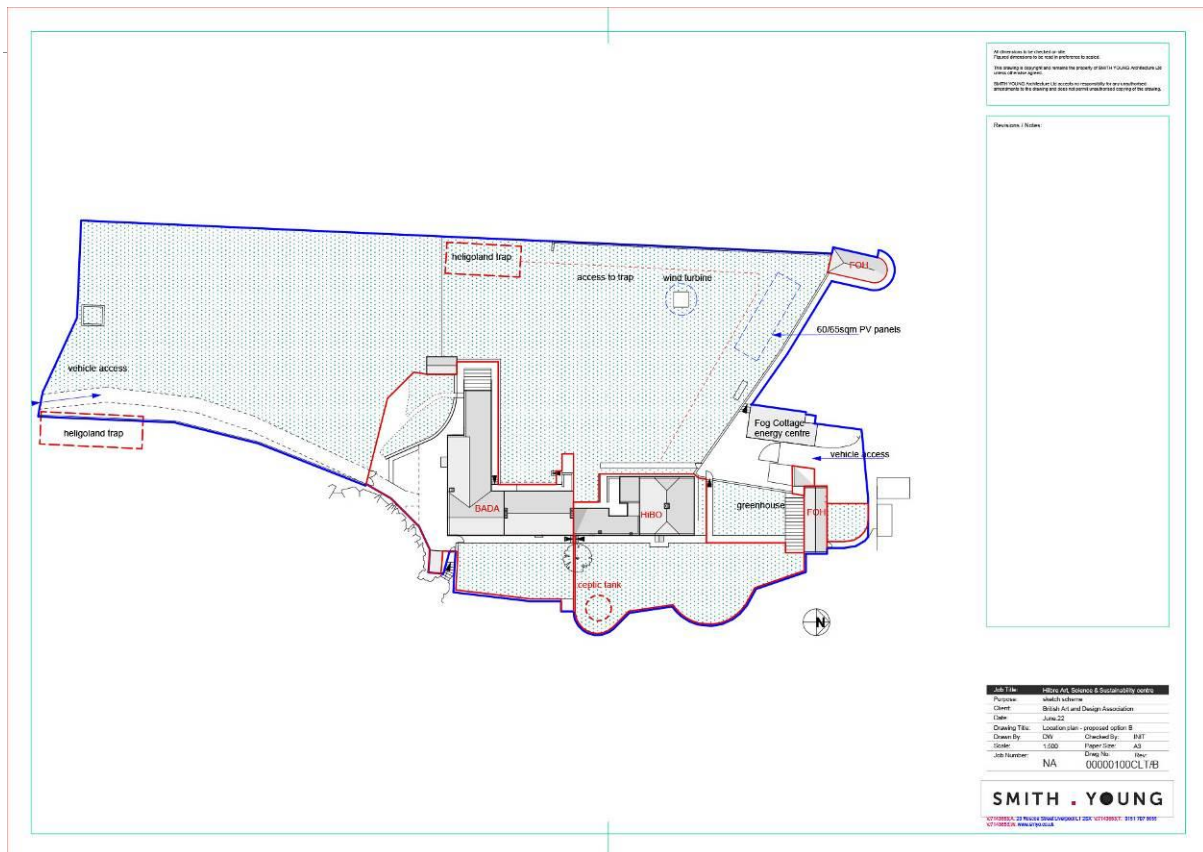
As described in detail in section 3.3 Governance & Management, page 13, the project is formed from three constituent bodies, British Art & Design Association (BADA), Hilbre Bird Observatory (HiBO), and The Friends of Hilbre (FoH), operating under the overall management of a Community Land Trust (CLT).

The CLT is formed to act as custodian of the land and buildings, through the mechanism of a Charitable Trust and to be the holder of the lease with the local authority. Each constituent body will take out a separate sub-lease from the CLT for the following buildings:

- BADA – Bouymasters House, Workshop and Store
- HiBO – Telegraph House and the three Heligoland traps
- FoH – Day/School Room and Goat Store.

The CLT will maintain the shared energy facilities and their control systems, housed within Fog Cottage and the public information space of the Telegraph Station.

The plan below indicates the extent of land within the CLT boundary (blue line) and the allocation of buildings and land within each sub-lease (red lines).



7.9 Programme

The development will be in two phases: pre-planning (phase 1) and post-planning (phase 2).

Phase 1 will commence upon signing of a short-term lease with WBC. Phase 2 will begin when planning/listed building consent is obtained, and the long-term lease is signed with WBC.

The lease will be between WBC and a Community Land Trust established to coordinate the communal aspects of the project and act as long-term custodian of the land and buildings.

CLT Phase 1 – small scale works to replace diesel generator and provide limited electricity supply to all buildings. Repair central heating and plumbing where necessary. Repairs to roof and gutters of Telegraph Station. Repair fencing and gates and clean out in preparation for phase 2.

BADA Phase 1 – involves occupation of all three buildings occupied at a basic level, with limited capital works (see separate section on capital works below). Activities will eventually run in all three buildings with limited heat, power and water systems. These will include students and researchers from educational partners (LJMU in phase 1) from courses such as Creative Writing, Marine Biology, Architecture, Art & Science.

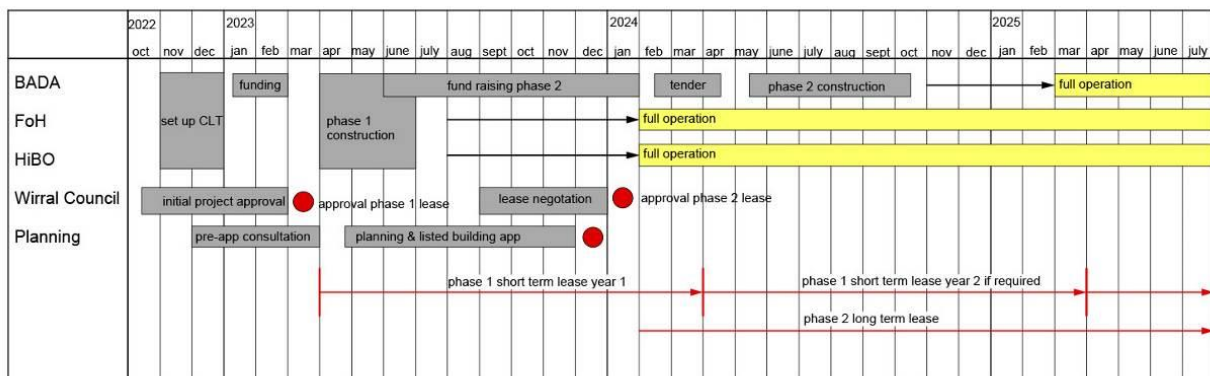
FoH & HiBO Phase 1 – limited building repair and refurbishment of School/Day Room, Telegraph House, works not requiring planning permission. This will enable the Friends of Hilbre to undertake more public events, open days, exhibitions, community activities and the Hilbre Bird Observatory to increase the level of their current winging and monitoring of migratory birds.

CLT Phase 2 – post planning permission and agreement of the long-term lease, funds for the majority of the capital works can be raised. The substantive energy systems, wind turbines, photovoltaics and battery storage in Fog Cottage can be installed.

BADA Phase 2 – post planning/listed building consent is achieved, capital works can be undertaken on the listed buildings, Bouymasters House, Workshop and Store.

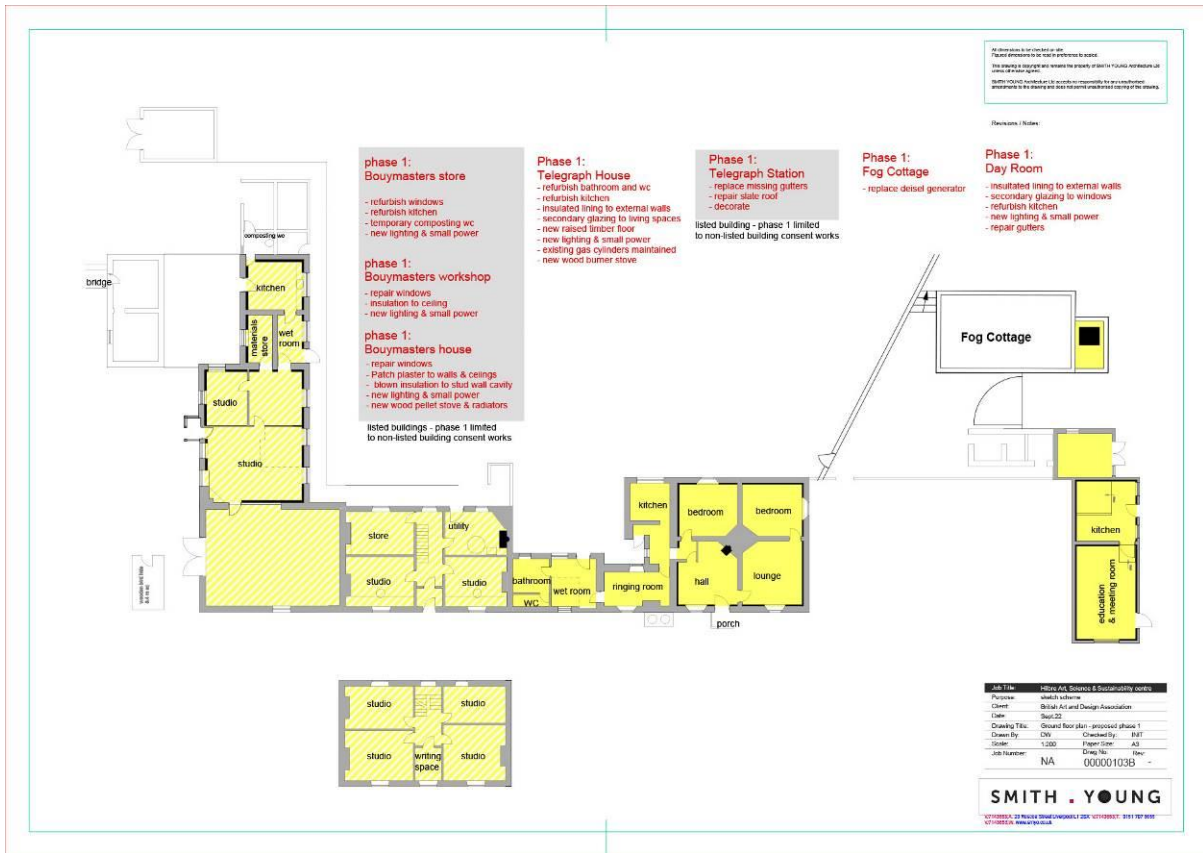
Project Programme:

- October 2022 – complete draft business plan and forward to WBC to begin consultation with officers and members
- November 2022 – establish CLT (BADA, HiBO, FoH).
- November 2022 – submit pre-planning application to WBC
- December 2022 – pre-planning consultations with NE, Environment agency and local communities
- January 2023 – Presentations to secure initial phase 1 capital funding for BADA
- February 2023 – secure phase 1 BADA capital funding
- March 2023 – WBC committee approves for short-term lease with CLT
- **April 2023 – CLT takes responsibility for whole site, cleaning and securing works undertaken by volunteers/members**
- April 2023 – BADA submits full planning/listed building consent for project
- April/May 2023 – initial phase 1 limited capital works undertaken to all CLT buildings including non-planning items for BADA buildings
- June 2023 – BADA year 1 activity starts and fund raising for phase 2 starts (year 1)
- November 2023 – planning and listed building consent from WBC
- **January 2024 – long-term lease signed with WBC & CLT**
- January 2024 – CLT completes sub leases with HiBO, FoH and BADA
- February 2024 – phase 2 works tendered
- March 2024 – phase 2 works funding secured, and construction contracts signed
- May 2024 – construction work starts on phase 2
- October 2024 – phase 2 BADA & CLT works complete
- October 2024 – phase 2 BADA soft opening
- March/April 2025 – BADA full operation (year 3)



7.10 Capital Works

7.10.1 Phase 1:



CLT (Telegraph Station & Fog Cottage)

- Remove existing diesel generator from Fog Cottage and replace with bio-fuel generator, in the long term this will operate as the last resort back up power supply.
- New battery store and control systems in Fog Cottage together with cabling to all buildings.
- Telegraph Station, replace missing slates. Replace missing timber gutters to match original pattern. supply and install.



10KW bio diesel generator
HiBO (Telegraph House)

- Remove rotten floorboards and timber wall lining and replace with T&G boarding.
- New wiring for lighting and small power
- Repair and service existing fire suppression misting system
- Refit existing kitchen units
- Remove redundant gas boilers
- Remove existing back boiler and replace with new 6 KW pellet boiler and flue to living space
- Install single panel array solar hot water tubes and storage cylinder
- Install rainwater collection tank and filters
- Repair damaged rainwater goods
- Repair existing timber framed windows
- Refurbish existing septic tank
- Internal and external decoration.



FoH (School/Day Room & Goat Shed)

- Internal decoration
- Repair brickwork to south elevation
- Reinstall cast iron gutters (still on site)
- Install rainwater collection tank and filters
- Install single panel array solar hot water tubes and storage cylinder
- Repair existing timber windows
- Recommission existing fire misting systems
- Insulate roof between existing rafters
- Repair and replace missing ridge tiles to apex of mono pitch roof to Goat Shed.

BADA (Bouymasters House/Workshop/Store)

- Repair and redecorate lath and plaster walls and ceilings to Bouymasters House
- Insulate existing cavity behind plaster in Bouymasters House
- Repair and redecorate original timber windows to Bouymasters House
- Repair and redecorate existing timber windows to Bouymasters Workshop & Store
- New wiring for lighting and small power to all three buildings
- Repair existing fireplaces and sweep chimneys to Bouymasters House
- Remove existing wood burning stove to Bouymasters Store
- Replace existing WC with temporary composting toilet to Bouymasters store
- Internal and external decoration
- Install rainwater collection tank and filters
- Install wood pellet utility boiler and associated pellet store and flue lining to Bouymasters House
- Install new HW radiators to Bouymasters House/Workshop/Store fed from new utility boiler.

Building/Client	Item	Phase	Budget Cost
Fog Cottage/CLT	New bio-fuel generator & associated works	Phase 1	£8000
Telegraph Station/CLT	Repairs to roof	Phase 1	£4000
CLT phase 1 Total			£12,000
Telegraph House/HiBO	Internal refurbishment and decoration	Phase 1	£15000
Telegraph House/HiBO	Refurbish internal fire misting system	Phase 1	£1500
Telegraph House/HiBO	New 6KW pellet boiler and radiators	Phase 1	£8000
Telegraph House/HiBO	Rainwater collection system and solar hot water panels	Phase 1	£5000
Telegraph House/HiBO	External repairs	Phase 1	£4000
Telegraph House/HiBO	Recommission existing septic tank	Phase 1	£2000
HiBO Phase 1 Total			£35,500
Day Room/FoH	External repairs to brickwork and rainwater goods	Phase 1	£1000
Day Room/FoH	Insulate roof	Phase 1	£1500
Day Room/FoH	Internal decoration	Phase 1	£1000
Day Room/FoH	Refurbish internal fire misting system	Phase 1	£1500
Day Room/FoH	New rainwater collection tank & filters	Phase 1	£2000
Day Room/FoH	Solar hot water panel array and storage cylinder	Phase 1	£3000
FoH Phase 1 Total			£10,000
Bouymasters House, Workshop, Store /BADA	Internal repairs and decoration to 3 buildings including wall insulation to House	Phase 1	£6000
Bouymasters House, Workshop, Store /BADA	New wiring for lighting & small power to 3 buildings	Phase 1	£8000
Bouymasters House, Workshop, Store /BADA	Composting toilet to bouymasters store	Phase 1	£2000
Bouymasters House, Workshop, Store /BADA	Rainwater tank and filters	Phase 1	£4000
Bouymasters House, Workshop, Store /BADA	Wood pellet utility boiler and how cylinder to Bouymasters House	Phase 1	£8000
Bouymasters House, Workshop, Store /BADA	Radiators to 3 buildings, connected to new boiler in Bouymasters House	Phase 1	£10000
BADA Phase 1 Total			£38,000
Fog Cottage, Field/CLT	New 3KW wind turbine on existing plinth	Phase 2	£8000
Fog Cottage, Field/CLT	65sqm PV array on aluminium	Phase 2	£20000

Building/Client	Item	Phase	Budget Cost
	frames to field		
Fog Cottage, Field/CLT	Upgrade battery and control systems in Fog Cottage for new power sources	Phase 2	£5000
CLT	Restore Victorian greenhouse	Phase 2 (optional)	£20000
CLT	New greenhouse adjacent to existing	Phase 2 (optional)	£20000
CLT Phase 2 Total			£73,000
Bouymasters House, Workshop, Store /BADA	Shower room and dis WC to Bouymasters House	Phase 2	£10000
Bouymasters House, Workshop, Store /BADA	Timber enclosure, rainwater storage and solar hot water panels to serve shower room in Bouymasters House	Phase 2	£10000
Bouymasters House, Workshop, Store /BADA	New box store structures to studios in Bouymasters House	Phase 2	£15000
Bouymasters House, Workshop, Store /BADA	Form new opening between Bouymasters House and Workshop	Phase 2	£2000
Bouymasters House, Workshop, Store /BADA	kitchen to Bouymasters Worskop	Phase 2	£15000
Bouymasters House, Workshop, Store /BADA	Wood burning pellet stove and flue to Bouymasters Workshop	Phase 2	£15000
Bouymasters House, Workshop, Store /BADA	Insulate Bouymasters Workshop roof	Phase 2	£10000
Bouymasters House, Workshop, Store /BADA	Internal re-ordering of Bouymasters Store, insulation to walls and roof, remove partitions install replacement wood burner stove	Phase 2	£50000
Bouymasters House, Workshop, Store /BADA	New WC, store, stair and utility to rear of Bouymasters Store.	Phase 2	£60000
Bouymasters House, Workshop, Store /BADA	Rainwater collection tank & filters to Bouymasters Store	Phase 2	£5000
Bouymasters House, Workshop, Store /BADA	Conversion of Bouymasters Store first floor to bunkrooms	Phase 2	£15000
Bouymasters House, Workshop, Store /BADA	Solar HW panels to first floor wall of Bouymasters Store	Phase 2	£10000
Bouymasters House, Workshop, Store /BADA	Micro waste treatment plant below Bouymasters House front garden	Phase 2	£40000
BADA Phase 2 Total			£272,000

7.12 Project Costs

7.12.1 Phase 1

CLT - £12,000 + 10% contingency = £13,500

HiBO - £35,500 + 10% contingency = £39,000

FoH - £10,000 + 10% contingency = £11,000

BADA - £38,000 + 10% contingency = £42,000

LA fees including Natural England and Environment Agency - £10,000

Design team and consultancy fees @ 10% - £11,500

Total Phase 1 = £127,000

Inflation @ 10% per year assuming start on site Q2 2023 + £9,500

Total Project Cost Phase 1 = £136,500

7.12.2 Phase 2

CLT - £73,000 + 10% contingency = £80,000

BADA - £272,000 + 10% contingency = £299,000

LA fees including Natural England and Environment Agency - £20,000

Design team and consultancy fees @10% - £30,000

Total Phase 2 = £429,000

Inflation @ 10% per year assuming start on site Q2 2024 + £63,000

Total Project Cost Phase 2 = £492,000

7.13 Funding Sources Capital Works

7.13.1 BADA & CLT

The following sources have been identified for phase 1 works:

- Merseyside Building Preservation Trust - £20K submission Jan 2023
- Liverpool City Region Community Environment Fund - £20K submission May 2023
- Fanchon Frohlich Legacy fund - £10K submission Dec 2022
- BADA reserves - £10K
- Initial discussions have been held with Merseyside Building Preservation Trust. The project meets their agenda and we anticipate a positive outcome to this application.
- Liverpool City Region Community Environment Fund, based upon previous awarded projects this scheme aligns with their objectives in supporting sustainable environments.

7.13.2 For Phase 2 Works

As all the proposed BADA buildings are grade two listed structures at risk, it is anticipated that larger capital works will form the basis of a grant application to the National Lottery Heritage Fund.

Additional private sources have been identified by Brabners Solicitors who have previously provided seed funding for consultants reports on the project.

7.13.3 HiBO

The membership of HiBO contains many individuals who are involved in the local construction industry and although a capitol cost of £39,000 has been identified, the majority of this work and materials will be provided 'in kind' via their membership and their business contacts.

7.13.4 FoH

The limited works to the Day Room will be funded from their own reserves and via membership fund raising events.



Appendix 1

Governance Options

Governance Options: Hilbre Islands Community Land Trust			
Option	Details	Pros	Cons
<p>Option 1 – Remain 'As is'</p>	<p>This would mean WBC continuing as custodians of the island and operating the leaseholds for all the buildings onsite.</p>	<ul style="list-style-type: none"> • Continuity of ownership over time. 	<ul style="list-style-type: none"> • The vision for the project would not be realised, as any decision-making would need to go through the council's relevant processes to demonstrate due diligence etc. • The site would continue to operate under a dispersed method, with each separate party struggling to acquire funding and authority to develop their individual goals under a collective vision • The site will continue to deteriorate due to excessive footfall and this places certain accolades such as the Nature Reserve status at significant risk • The three Listed Buildings that come into the remit of the project would also be in a continuing state of deterioration and increased risk of loss, increasing WBC's liability and the potential for fines and other consequences • The site would continue to operate under the significant budgetary pressures currently being faced by WBC, which have only been exasperated by COVID-19.
<p>Option 2 – Create a Community Land Trust</p>	<p>These Trusts are democratic, non-profit organisations that own and develop land for the benefit of the community.</p> <p>They typically provide affordable homes,</p>	<ul style="list-style-type: none"> • There is a desire via BADA to work in partnership with LJMU and Wirral Open Studios' artist network. This option would help support this ambition • Set up to be of benefit to the local community via shares of £1 • Wide-ranging opportunities for community involvement and benefit, including support with fundraising via shares and 	<ul style="list-style-type: none"> • There is the possibility of the CLT constraining the income-generating opportunities for the three parties involved, as the over-riding governance structure of a CLT must be not-for-profit • To be of benefit to the local community, membership is provided via shares, meaning that each member has a say in any decision-making being made at Hilbre. There may be some resulting shareholder management challenges for issues deemed sensitive or controversial.

Governance Options: Hilbre Islands Community Land Trust			
Option	Details	Pros	Cons
	community gardens, civic buildings, pubs, shops, shared workspace, energy schemes and conservation landscapes.	<p>donations</p> <ul style="list-style-type: none"> • As a CLT, the Hilbre Islands Community Land Trust could choose the legal form its governance would take e.g., CIC / CBS / Charitable Trust • Breaking Ground can incorporate the organisation on behalf of the Hilbre Islands Community Land Trust • Would be managed democratically and transparently • Funding is sometimes available for an e.g. Engagement Manager to manage and update the membership community • Currently, CLTs are highly regarded as options for asset transfer by local authorities and the government • Funding opportunities are not limited by the CLT structure. 	<ul style="list-style-type: none"> • There are no limits on membership numbers, although some CLTs do operate as small groups. This would need careful management of communications from the start to ensure that everyone is onboard with the vision.
Option 3 – Create a Charitable Trust	<p>Option 3A: Charitable Trust</p> <p>The over-riding aim of the governing body would be to be of public</p>	<ul style="list-style-type: none"> • It would be governed by an acting Board of Trustees, via a trust deed, which sets out who will be the trustees, the charitable objectives, and the rules of the charitable trust • Charitable trusts can fall into a range of categories, including advancement of education, the arts, culture, heritage or science and environmental protection or 	<ul style="list-style-type: none"> • A charitable trust cannot enter into contracts or own property in its own right • Trustees could be personally liable to any decisions made throughout the lifetime of the charitable trust • Financial accounts may need to be submitted for scrutiny to apply successfully for charitable status • Annual financial reviews / accounts to be submitted via the Charity Commission, requiring a dedicated amount of time to produce that may not be resourced from current

Governance Options: Hilbre Islands Community Land Trust			
Option	Details	Pros	Cons
	benefit. It would be unincorporated.	improvement <ul style="list-style-type: none"> • They are exempt from income tax, provided that the income is applied for charitable purposes only and can claim back tax via Gift Aid • Provide autonomy necessary for the project and the Hilbre Islands Community Land Trust • Can be used to form the legal structure of a CLT. 	group / project budget.
	<p>Option 3B: Company Limited by Guarantee (CLG) & Charitable</p> <p>This would mean that the Hilbre Islands Community Land Trust would be incorporated at Companies House under the Companies Act of 2006 and controlled by a Board of Directors.</p>	<ul style="list-style-type: none"> • Would provide the group with legal rights, set out by a clear governing document in the form of a Memorandum and Articles of Association • This structure would allow profits to be invested back into the company • Provide autonomy necessary for the project and the Hilbre Islands Community Land Trust. 	<ul style="list-style-type: none"> • The Directors would be unpaid as a charitable organisation • Whilst usually not-for-profit, this governance structure does need to be registered as a charity • Annual financial reviews / accounts to be submitted via the Charity Commission, requiring a dedicated amount of time to produce that may not be resourced from current group / project budget.
	<p>Option 3C: Charitable Incorporated Organisation (CIO)</p>	<ul style="list-style-type: none"> • Quick to register, with no proof of funding required to set up • As a separate legal entity, the Hilbre 	<ul style="list-style-type: none"> • Two structure types to choose from, the Association Model and the Foundation Model • Annual financial reviews / accounts to be submitted via

Governance Options: Hilbre Islands Community Land Trust			
Option	Details	Pros	Cons
	<p>This would mean the development of an incorporated, charitable organisation.</p>	<p>Islands Community Land Trust would be able to set up contracts, hold property and employ staff, with liabilities falling upon the organisation, not the Trustees.</p>	<p>the Charity Commission, requiring a dedicated amount of time to produce that may not be resourced from current group/ project budget.</p>
	<p>Option 3D: Charitable Community Benefit Society (CBS)</p> <p>This would mean that the Hilbre Islands Community Land Trust would act as an incorporated organisation and would be controlled by a paid Board of Directors.</p>	<ul style="list-style-type: none"> • The organisation must exist to the benefit of the wider community, with profits being used for its benefit • This governance structure can be useful for taking control of a given asset e.g., a building and can be funded directly by selling community shares. • Can be used to form the legal structure of a CLT • Allows for community share offers, which would help generate income for the project. 	<ul style="list-style-type: none"> • Similar to a CLT structure, Hilbre / the project would be owned by its members who hold shares and are allowed to have their say on the decision-making processes. This needs to be managed carefully, as too many members may impact on key objectives.
<p>Option 4 – Create a Non-Charitable Trust</p>	<p>Option 4A: Company Limited by Shares (CLS)</p> <p>This would mean creating a non-charitable organisation that would be incorporated at Companies House</p>	<ul style="list-style-type: none"> • Business that makes profit after tax • Legally separated from the people that run it. 	<ul style="list-style-type: none"> • Could be run under one single Director, meaning the project could be at risk of not being democratically structured • Would not align with the project vision, as it would act to unite the three organisations as one, removing their autonomy for their own activity and building leases.

Governance Options: Hilbre Islands Community Land Trust			
Option	Details	Pros	Cons
	under the Companies Act of 2006.		
	<p>Option 4B: Community Interest Company (CIC)</p> <p>This would mean creating a non-charitable organisation that would be incorporated at Companies House under the Companies Act of 2006.</p>	<ul style="list-style-type: none"> • Whilst non-charitable, it would be not-for-profit and community assets and profits would permanently belong to the community via an Assets Lock • Can have paid directors • Can be used to form the legal structure of a CLT. 	<ul style="list-style-type: none"> • Not eligible for tax benefits like Gift Aid
	<p>Option 4C: Co-operative Society</p> <p>Similar to a CLS and CIC structure, a cooperative society would be an incorporated organisation.</p>	<ul style="list-style-type: none"> • It can have paid Directors • Provides services to its members • Regulated by the Financial Conduct Authority 	<ul style="list-style-type: none"> • More dedicated to providing services to communities, which the vision for the project is not explicitly trying to achieve.

Governance Options: Hilbre Islands Community Land Trust			
Option	Details	Pros	Cons
	<p>Option 4D: Group Structure – Trading Subsidiary</p> <p>This structure would provide a formal association of separate organisations linked by ownership.</p>	<ul style="list-style-type: none"> • Would involve a parent charity setting up other non/ charitable subsidiaries, including trading arms • Is often a CLS structure 	<ul style="list-style-type: none"> • Charity parent company would be the sole shareholder



Appendix 2

Comparators

	Centre for Alternative Technology (CAT), Wales	Cill Rialaig Arts Centre, Ireland	Lihou Island, Guernsey	The Ocean Sound Recording Studio, Norway	Ramsey Island, Wales	Northey Island, Essex
About	<p>CAT is an educational charity dedicated to researching and communicating positive solutions for environmental change.</p> <p>It is an eco-centre based in the South Snowdonia National Park and within the UNESCO Dyfi Biosphere.</p>	<p>The Cill Rialaig Arts Centre is located in the rural landscapes of Southwest Kerry, with the local population being made up of around only 130 people.</p>	<p>Lihou Island is located just off the west coast of Guernsey, accessed via a causeway at low tide for about two weeks every month.</p> <p>Lihou House welcomes youth, school and other groups.</p>	<p>Ocean Sound was first established in a small boathouse back in 2005 as a private studio in Giske, Norway.</p> <p>It was designed to blend in with the natural environment, to look like a boathouse that are traditional in Norway.</p>	<p>Ramsey Island comprises 640 acres. It is located about ½ mile off St David's Head in Pembrokeshire on the northern side of St Brides Bay, in southwest Wales. It is less than 2 miles long and its highest point is 446ft above sea level.</p>	<p>Northey Island is an island in the estuary of the River Blackwater, Essex. The island is approximately 1 mile to the east of Maldon, Essex and 1 mile to the west of Osea Island.</p>
Visitor numbers	<p>Approximately 2,500 visits via the Visitor Centre in 2020/21. This is compared to approximately 17,446 visits to the Visitor Centre in 2019/20 (a reduction of approx. 86% of visitors) and is attributed to the</p>	<p>Visitor numbers not known.</p> <p>However, to date over 5,000 artist retreats have been undertaken at the Centre.</p>	<p>Visitor numbers not known.</p>	<p>As this is a privately owned studio, not a 'visitor attraction', the Studio provides a portfolio on its clients via its website. These include</p>	<p>Not known.</p>	<p>Not known.</p>

	Centre for Alternative Technology (CAT), Wales	Cill Rialaig Arts Centre, Ireland	Lihou Island, Guernsey	The Ocean Sound Recording Studio, Norway	Ramsey Island, Wales	Northey Island, Essex
	restrictions of the COVID-19 pandemic.			around 40 different clients, ranging from solo artists and bands to larger scale music production for tv and film.		
Governance	Charitable company. CAT seeks to inspire, inform and enable people to adopt sustainable technologies and practices.	Founded as a voluntary body and now a not-for-profit company. Partly funded by its founding patrons, fundraising projects and philanthropic grants.	The Lihou Charitable Trust is a locally registered charity set up in 2005 to maintain and operate Lihou House for the benefit of the community.	Privately owned business founded by two brothers.	RSPB manage the island and have a full-time warden who lives on and maintains the site. The RSPB is a registered charitable trust. Volunteers support island maintenance during the summer months.	It is owned and managed by the National Trust, a UK charitable trust focusing on conservation.
Admission and	CAT is open daily to visitors. Membership	Centre is open 11am – 5pm daily.	People are welcome to visit	Pre-booking, exclusive site	Its primary purpose is as a	Visits to the island have to be arranged

	Centre for Alternative Technology (CAT), Wales	Cill Rialaig Arts Centre, Ireland	Lihou Island, Guernsey	The Ocean Sound Recording Studio, Norway	Ramsey Island, Wales	Northey Island, Essex
Accessibility	<p>provides access to a community of thousands who all share ideas and new learning regarding environmental issues and currently has approximately 8,824 members.</p> <p>Entry to the Visitor Centre ranges between £3.50 - £8.50, open between 10am – 5pm.</p> <p>Easy to get to via personal and public transport, with car-parking available onsite.</p>	<p>Car park available for visitors.</p>	<p>at any time, although the causeway is not open every day and no landing from small boats, canoes or kayaks is allowed.</p> <p>Booking is required to stay at Lihou House.</p>	<p>access only for music recording studio.</p> <p>It is almost an 8-hour car drive from Bergen, making it extremely remote and isolated. Access via car.</p>	<p>bird reserve, managed and protected by the RSPB.</p> <p>Boats cross (weather permitting) from 1st April to 31st of October, departing at 10am and 12pm, returning at 4pm. Entry is free to RSPB members, with non-member adult tickets costing £10 pp (children £5). Additional boat fees apply to entry - £17 for adults, £9.50 for children (return tickets). Boats are limited to 12</p>	<p>in advance, as access is permit only.</p> <p>It is linked to the south bank of the river by a causeway, covered for two hours either side of high tide.</p>

	Centre for Alternative Technology (CAT), Wales	Cill Rialaig Arts Centre, Ireland	Lihou Island, Guernsey	The Ocean Sound Recording Studio, Norway	Ramsey Island, Wales	Northey Island, Essex
					<p>people per trip and pre-bookable via Thousand Island Expeditions.</p> <p>In May, June, September and October the island is open Sunday to Thursday. In June, July and August the island is open Saturday to Thursday.</p> <p>The island is open to private landers from 1st April to 31st October between 10am and 4pm. Entry charges the same as above.</p> <p>Only registered</p>	

	Centre for Alternative Technology (CAT), Wales	Cill Rialaig Arts Centre, Ireland	Lihou Island, Guernsey	The Ocean Sound Recording Studio, Norway	Ramsey Island, Wales	Northey Island, Essex
					service dogs are permitted onsite.	
Education and Learning / Protection of natural environment	<p>It works with the government and campaigners about policies to help create a zero carbon Britain; trains students in matters of sustainability; help schoolchildren understand climate change; and advice householders on what they can do in their own homes.</p> <p>Provides a series of short courses in renewable energy, green building and sustainable growing.</p> <p>They also provide study opportunities for several environmental Masters degrees, including:</p> <ul style="list-style-type: none"> • MSc in Green Building 	<p>It has seven studios, a meeting house, library and utility house have provided over 5,000 international artists with a retreat to develop their work.</p> <p>The centre features a wide range of exhibitions, programmes and workshops for adults and children throughout the year.</p> <p>Children's workshops run every Sunday for one hour, at a cost of €12 (£10) per child.</p>	<p>Lihou House is primarily an educational residential hostel., although some adult groups can also be accommodated.</p> <p>Birds nest and roost on the island, and visitors are asked to respect the environment e.g. no dogs are allowed. The causeway has a wide range of plants and marine life.</p>	N/A	<p>The RSPB bought the island in the early 1990's because of its importance as a breeding site for endangered species such as the chough and the peregrine. It is also home to puffins.</p>	<p>A significant conservation project is underway at Northey Island to help retain vital saltmarsh habitat in the Blackwater Estuary over the next century. This work has been developed in partnership with Cambridge University.</p> <p>The National Trust are working in partnership with the RSPB (funded through the EU Life programme) to protect, strengthen and enhance this saltmarsh habitat</p>

	Centre for Alternative Technology (CAT), Wales	Cill Rialaig Arts Centre, Ireland	Lihou Island, Guernsey	The Ocean Sound Recording Studio, Norway	Ramsey Island, Wales	Northey Island, Essex
	<ul style="list-style-type: none"> • MSc in Sustainable Food & Natural Resources • MSc in Sustainability & Behaviour Change • MSc in Energy Provision & Demand Management. <p>CAT also hosts an annual conference for CAT members, supporters and students to bring together people to learn and provide solutions.</p>					<p>and its biodiversity.</p> <p>This includes brent geese, who visit the estuary over the winter along with many other species of bird throughout each year.</p>
Arts and Heritage	Supports conservation and heritage through its work, through sustainable practise that includes promoting retrofitting and repurposing.	It offers the local community and general public the opportunity to view the work of the many artists past and present who have had the opportunity to	Historic ruins of a priory and farmhouse.	N/A	Although the focus of the site is its nature and landscape assets, it has previously been used for agricultural purposes	

	Centre for Alternative Technology (CAT), Wales	Cill Rialaig Arts Centre, Ireland	Lihou Island, Guernsey	The Ocean Sound Recording Studio, Norway	Ramsey Island, Wales	Northey Island, Essex
		reside at the remote Cill Rialaig Artist Retreat.			between the 13 th – 19 th centuries. A mill and kiln were operational until the early 20 th century. There is one Grade II Listed Building – a farmhouse – onsite.	
Other Information e.g., venue hire/ accommodation	<p>Events are provided from the WISE building onsite, providing facilities for conferences, meetings, training sessions, celebrations or one-off events.</p> <p>WISE also features ensuite accommodation for 40 people and</p>	<p>Cill Rialaig Artist Retreat.</p> <p>Accommodation for artists is free of charge in self-catering individual house-studios - partly funded through government support including grants from the ACE</p>	Groups accommodated in Lihou House.	The site features two studio spaces and associated accommodation, pre-bookable and available as part of the studio hire.	<p>Facilities onsite include:</p> <ul style="list-style-type: none"> • Visitor Centre, with only drinks available and a small shop • Toilets • Picnic area • Binocular hire • Viewing 	<p>The site is also a feature on the National Trust's People's Landscapes podcast.</p> <p>Features a 2-hour circular walk.</p> <p>Site is dog-friendly.</p>

	Centre for Alternative Technology (CAT), Wales	Cill Rialaig Arts Centre, Ireland	Lihou Island, Guernsey	The Ocean Sound Recording Studio, Norway	Ramsey Island, Wales	Northey Island, Essex
	<p>additional accommodation for 56 people. It also has catering facilities for over 150 delegates.</p> <p>Experience gift vouchers and ECO Store selling a range of sustainability-focused products, ranging from homeware to learning through play.</p>	<p>and the Department of Arts.</p> <p>The site also has a café that serves organic and locally-sourced produce and a shop that allows visitors to take home artist's work (proceeds of which are in aid of Cill Rialaig Artists Retreat).</p>			<p>points</p> <ul style="list-style-type: none"> Nature and walking trails. <p>Car park available from boat boarding site.</p>	<p>Parking available at the promenade.</p>

FOR REVIEW

HILBRE ISLAND BUILDINGS

HEADS OF TERMS FOR THE LEASE

Subject to contract and without Prejudice.

These heads of terms are prepared in advance of the council obtaining committee approval and are subject to such approval being obtained. If secured the main terms of the lease would be as follows:

1. **Lessor** - Wirral Borough Council
2. **Lessee** – Hilbre community Land Trust
3. **Building** – The Buildings to include Telegraph Station, Telegraph House, Fog cottage, and Day room, Buoy masters House workshop and store.
4. **Premises** – The total premises is to include the building and external spaces within area shown edged red on the attached plan (to be confirmed on site).
5. **Term** – 30 years
6. The lease is to offer security of tenure under the provisions of the 1954 Landlord and Tenant Act Part II
7. **Rent** – peppercorn (nil)
8. **Use** – Training, education, artist studio, community activities and residential use ancillary to the training activities.
9. **Assignment** – Assignment of the whole of the lease will only be permitted to similar organisations on the express consent of the Council.
10. **Sub-letting** –Sub-letting of the whole or part of the property is not permitted. The tenant will however be permitted to grant hire agreements.
11. **Alterations** – Structural alterations may not be carried out, except with the prior written consent of the Council. Minor alterations will be permitted.
12. **Services** - The lessee shall be responsible for all services to and from the building.
13. **Planning** – The lessee shall be responsible for ensuring that all necessary Planning consents are in place.
14. **Rates and taxes** – The lessee shall be responsible for any Rates payable.

15. **Repairing Obligations** – The lessee to maintain the properties to a standard no worse than the current condition (photographic record to be included) for the first 5 years and to maintain to a habitable standard thereafter.
16. **Insurance** – The lessee will insure the building noting the lessor as an interested party on the policy.
17. **Fees** – Each party to be responsible for their own fees arising from the transaction.
18. **Other matters** –. An inventory of contents may be required to clarify the ownership of any items to remain on site.



**ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE
TUESDAY 12 MARCH 2024**

REPORT TITLE:	2023/24 BUDGET MONITORING FOR QUARTER THREE (THE PERIOD TO 31 DECEMBER 2023)
REPORT OF:	DIRECTOR OF NEIGHBOURHOODS

REPORT SUMMARY

This report sets out the financial monitoring information for the Council as at Quarter 3 (31 December) of 2023/24. The report provides Members with an overview of budget performance, including progress on the delivery of the 2023/24 saving programme and a summary of reserves and balances, to enable the Committee to take ownership of the budgets and provide robust challenge and scrutiny to Officers on the performance of those budgets.

At the end of Quarter 3, there is a forecast adverse position of £1.632m on Committee spend which can be largely offset by utilising the contingency budget and expected savings from reduced energy costs. This position is based on activity to date, projected trends in income and expenditure and changes to Council funding.

This is not a key decision and affects all wards.

The report contributes to the Wirral Plan 2023-2027 in supporting the organisation in meeting all Council priorities.

RECOMMENDATIONS

The Environment, Climate Emergency and Transport committee is recommended to:

1. Note the Directorate forecast adverse position of £1.632m presented at Quarter 3.
2. Note the progress on delivery of the 2023/24 savings programme at Quarter 3.
3. Note the forecast level of reserves and balances at Quarter 3.
4. Note the forecast capital position presented at Quarter 3.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 Regular monitoring and reporting of the revenue budgets and savings achievements enables decisions to be taken in a timely manner, which may produce revenue benefits and will improve financial control of Wirral Council.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Policy & Resources Committee has previously determined the budget monitoring process and this report details the agreed course of action.
- 2.2 In striving to manage budgets, available options have been evaluated to maintain a balance between service delivery and a balanced budget.

3.0 BACKGROUND INFORMATION

- 3.1 At the meeting on 27 February 2023, the Council agreed a net revenue budget for 2023/2024 of £366.6m to be met by government grants, council tax, and business rates. In quarter 1, a favourable £2.000m variation against the funding relating to an adjustment of Business Rates Section 31 grants, increased the revenue budget to £368.6m. This report sets out the updated revenue financial position at Quarter 3.

Economic Context

- 3.2 As was widely expected, there was a substantial decline in UK headline inflation in Quarter 3, falling to 4% in December from 6.7% at the end of quarter 2, largely due to reductions in utilities and food prices. However, while inflation is headed in the right direction, it remains well above the Bank of England MPC's 2% target and increases in living and debt-financing costs continue to impact upon households.
- 3.3 The Bank Rate remains at 5.25% and current market pricing imply that market participants are not expecting further interest rate rises. However, The Bank of England has emphasised the expectation for rates to remain at this level for an extended period, in order to address continuing inflationary pressures.
- 3.4 Globally, potential sources of further inflationary pressures remain. In particular, recent events in the Middle East have increased uncertainty around future oil prices. More locally in the UK, Nottingham City Council became the latest local authority to issue a Section 114 notice. The Chief Finance Officer detailed the reasons, including increased demand for services, failure to realise transformation savings, rising costs, higher-than-budgeted national pay agreements, income shortfalls, and capital recharge pressures.
- 3.5 The overall risk environment remains particularly challenging, reflecting subdued economic activity, further risks to the outlook for growth and inflation and increased geopolitical tensions, all continuing to place significant pressures on finances and restricting the ability to forecast and plan, with confidence, for the future.

4.0

Quarter 3 Forecast Revenue Outturn Position

3.6 Table 1 presents the forecast outturn as a net position, i.e. expenditure minus income. Favourable variances (underspends) are shown as negative values and adverse variances (overspends) are shown as a positive value.

3.7 At the end of Quarter 3, there is a forecast adverse variance of £1.632m against the Environment, Climate Emergency and Transport Committee's revised net revenue budget of £68.745m, which is equivalent to a variance of 2% from the annual budget.

TABLE 1: 2023/24 REVENUE BUDGET & FORECAST OUTTURN

	Budget	Forecast Outturn	Variance	
			(+ Adv / - Fav)	%
	£000	£000	£000	%
Highways	6,482	7,506	1,024	16%
Parks and Environment	6,807	6,988	181	3%
Recycling and Waste	29,792	30,012	220	1%
Neighbourhood	2,620	2,827	207	8%
Transport				
Transport Levy	23,043	23,043	0	0%
Net Committee Expenditure	68,745	70,377	1,632	2%

Notes:

* Forecast Outturn figures assume reserves movements shown in Table 3.

Significant aspects of revenue variances by committee

3.8 The significant areas of note are as follows:

Highways and Infrastructure: An adverse variance of £1.024m is forecast for 2023/24, £0.500m relates to Car Parking charges at new locations. This will be informed by the parking strategy and will reflect the need to efficiently manage parking and traffic within the borough and recover the costs of the service. £0.264m relates to adverse variances within Highways Operational Services and Street Light Maintenance. This will be addressed through monitoring expenditure for the remainder of the year and maximising capitalisation opportunities. In addition to this, there is at total of -£0.044m of smaller favourable variances across the area. There is also an additional adverse variance of £0.304m which relates to the allocation of vacancy control and mid-point savings from Neighbourhoods Management.

Parks and Environment: An adverse variance of £0.401m is forecast for 2023/24, which is broken down as follows.

- £0.220m is due to a shortfall in enforcement income, as this will not be achieved until the policy is agreed and implemented.
- -£0.283m relates to favourable variances within Parks which mainly relates to income generation within Cemeteries and favourable variances within Planned Preventative Maintenance.
- £0.124m relates to additional costs within tree maintenance. This is due to increased contractor costs for additional works which are required within Parks and Asset Management. The position has improved since Quarter 2 due to a reduction in supplier costs as remedial clean up work has been completed.
- There is an additional adverse variance of £0.340m which relates to the allocation of vacancy control and mid-point savings from Neighbourhoods Management.

Neighbourhood Safety and Transport: An adverse variance of £0.207m relates to additional demand within Community Transport. Discussions are currently underway with the Children, Families and Education department in relation to this.

Budget Amendments

3.9 Budget virements in Quarter 3 relate to allocation of the pay award and allocation of some of the Neighbourhoods savings that were held centrally previously.

Progress on delivery of the 2023/24 savings programme.

3.10 Table 2 presents the progress on the delivery of the 2023/24 approved savings. For savings rated as Amber, an equal amount of temporary in-year mitigation has been identified to cover any shortfalls which may occur. For saving rated as red, a bid will need to be made from the corporate contingency fund set up for non-achieved savings at the end of the year.

3.11 In terms of savings, £0.268m of the £0.485m savings targets are either delivered or on track to be delivered, representing 55% of the total savings target with a further 8% or £0.038m anticipated to be delivered through alternative means. The table below summarises the progress for the Committee:

TABLE 2: SUMMARY OF PROGRESS ON DELIVERY OF 2023/24 SAVINGS

Committee	Approved Saving £m	Green £m	Amber £m	Red £m	Mitigation £m
ECET	-0.485	-0.268	-0.038	-0.180	-0.038

Significant variances by committee

3.12 The key variances are as follows:

- **Introduction of an environmental enforcement scheme** - The saving of £0.150m has been delayed until policy documents can be agreed at ECET Committee. This saving is rated red and is unlikely to be achieved in 2023-24.

Earmarked Reserves

- 3.13 On 1 April 23, earmarked reserves for the Committee totalled £0.064m. Of the total earmarked reserves, more than half will be spent in 2023/24, on the activities for which they were established. There will be cases however where some of the reserves will be committed over a longer period and have been set aside now to support the Council's financial sustainability and have little or limited impact on future years budgets.

TABLE 3: BREAKDOWN OF EARMARKED RESERVES

Reserve	Opening Balance £000	Use of Reserve £000	Contribution to Reserve £000	Closing Balance £000	Cap ital Mo nito ring
Coastal Protection	35	-35		0	3.1
Hilbre Island – Legacy	21			21	
BikeSafe	8			8	
Total	64	-35	0	29	

- 4 Capital budgets are the monies allocated for spend on providing or improving non-current assets, which include land, buildings and equipment, which will be of use or benefit in providing services for more than one financial year.

TABLE 4: 2023/24 Environment, Climate Emergency and Transport Committee – Capital Budget & Forecast Outturn

Capital Programme	2023/24			2024/25	2025/26	2026/27	2027/28
	Budget 01/04/23	Q3 Forecast Budget	Variance	Budget	Budget	Budget	Budget
	£000	£000	£000	£000	£000	£000	£000
Buildings	370	44	-326	0	0	0	0
CCTV	4	0	-4	4	0	0	0
Climate Emergency	172	115	-57	57	0	0	0
Environment	0	75	75	75	75	75	0
Flood Prevention	6,763	5,603	-1,160	830	0	0	0
Parks	5,385	4,246	-1,139	2,197	42	0	0
Roads and Bridges	10,962	7,432	-3,530	4,384	563	563	0
Street Lighting	510	340	-170	170	0	0	0
Travel and Transport	6,455	4,007	-2,448	4,598	1,910	1,910	0
Tree Strategy	211	141	-70	70	0	0	0
UK Shared Prosperity Fund	176	117	-59	445	0	0	0
Waste	0	0	0	0	0	3,200	0
Total	31,008	22,120	-8,888	12,830	2,590	5,748	0

3.15 Table 4 summarises the forecast expenditure against Capital Budgets. A full breakdown of each Capital Scheme with details can be found in Appendix 1. The favourable variance of £8.888m relates to expenditure being less than what was forecasted for Travel and Transport, Roads and Bridges, Flood Prevention and Parks. This expenditure has been slipped into 2024/25 financial year.

4.0 FINANCIAL IMPLICATIONS

4.1 This is the Quarter 3 budget monitoring report that provides information on the forecast outturn for the Council for 2023/24. The Council has robust methods for reporting and forecasting budgets in place and alongside formal Quarterly reporting to Policy & Resources Committee, the financial position is routinely reported at Directorate Management Team meetings and corporately at the Strategic Leadership Team (SLT). In the event of any early warning highlighting pressures and potential overspends, the SLT take collective responsibility to identify solutions to resolve these to ensure a balanced budget can be reported at the end of the year.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council must set the budget in accordance with the provisions of the Local Government Finance Act 1992 and approval of a balanced budget each year is a statutory responsibility of the Council. Sections 25 to 29 of the Local Government Act 2003 impose duties on the Council in relation to how it sets and monitors its budget. These provisions require the Council to make prudent allowance for the risk and uncertainties in its budget and regularly monitor its finances during the year. The legislation leaves discretion to the Council about the allowances to be made and action to be taken.
- 5.2 The provisions of section 25, Local Government Act 2003 require that, when the Council is making the calculation of its budget requirement, it must have regard to the report of the chief finance (s.151) officer as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves.
- 5.3 It is essential, as a matter of prudence that the financial position continues to be closely monitored. In particular, Members must satisfy themselves that sufficient mechanisms are in place to ensure both that savings are delivered and that new expenditure is contained within the available resources. Accordingly, any proposals put forward must identify the realistic measures and mechanisms to produce those savings.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 At this time, there are no additional resource implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there will be resource implications, and these will be addressed within the relevant business cases presented to the Committee.

7.0 RELEVANT RISKS

- 7.1 The Council's ability to maintain a balanced budget for 2023/24 is dependent on a stable financial position. That said, the delivery of the budget is subject to ongoing variables both positive and adverse which imply a level of challenge in achieving this outcome.
- 7.2 In any budget year, there is a risk that operation will not be constrained within relevant budget limits. Under specific circumstances the Section 151 Officer may issue a Section 114 notice but that position has not been reached at the present time.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Consultation has been carried out with the Senior Leadership Team (SLT) in arriving at the governance process for the 2023/24 budget monitoring process and budget setting process. This report will also be shared and reviewed by the Independent Panel.
- 8.2 Since the budget was agreed at Full Council on 27 February, some proposals may have been the subject of further consultation with Members, Customer and Residents. The details of these are included within the individual business cases or are the subject of separate reports to the Committee.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 At this time, there are no further equality implications as these have already been identified for the proposals agreed and submitted. However, where the budget is unbalanced and further proposals are required, then there may be equality implications associated with these, and these will be addressed within the relevant business cases presented to the Committee.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 This report has no direct environmental implications; however due regard is given as appropriate in respect of procurement and expenditure decision-making processes that contribute to the outturn position.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 In year activity will have incorporated community wealth implications. Consideration would have taken account of related matters across headings such as the following:
- **Progressive Procurement and Social Value**
How we commission and procure goods and services. Encouraging contractors to deliver more benefits for the local area, such as good jobs, apprenticeship, training & skills opportunities, real living wage, minimising their environmental impact, and greater wellbeing.
 - **More local & community ownership of the economy**
Supporting more cooperatives and community businesses.
Enabling greater opportunities for local businesses.
Building on the experience of partnership working with voluntary, community and faith groups during the pandemic to further develop this sector.

- **Decent and Fair Employment**
Paying all employees a fair and reasonable wage.
- **Making wealth work for local places**

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APPENDICES

APPENDIX 1 – Breakdown of Capital

APPENDIX 2 – Breakdown of Revenue

BACKGROUND PAPERS

[2023/24 BUDGET MONITORING FOR QUARTER THREE \(THE PERIOD TO 31 DEC 2023\)](#) (Policy and Resources Committee – 13th February)

[2023/24 BUDGET MONITORING FOR QUARTER TWO \(THE PERIOD TO 30 SEP 2023\)](#) (Policy and Resources Committee – 8th November)

[2023/24 BUDGET MONITORING FOR QUARTER ONE \(THE PERIOD TO 30 JUN 2023\)](#) (Policy and Resources Committee – 12th July)

[2023/24 Budget Monitoring for Quarter 2](#) (Environment, Climate Emergency and Transport Committee – 5th December)

[Environment, Climate Emergency & Transport Committee Budget and Budget Monitoring Report](#) (Environment, Climate Emergency and Transport Committee – 20th September)

[2023/24 BUDGET MONITORING FOR QUARTER ONE \(THE PERIOD TO 30 JUNE 2023\)](#) (Environment, Climate Emergency and Transport Committee – 24th July)

TERMS OF REFERENCE

This report is being considered by Environment, Climate Emergency and Transport Committee in accordance with section j of its Terms of Reference, “providing a view of performance, budget monitoring and risk management in relation to the Committee’s functions”.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Policy and Resources Committee	13 February 2024
Policy and Resources Committee	8 November 2023

Policy and Resources Committee	12 July 2023
Policy and Resources Committee	14 June 2023
Policy and Resources Committee	15 February 2023
Policy and Resources Committee	18 January 2023
Policy and Resources Committee	09 November 2022
Policy and Resources Committee	13 July 2022
Council	28 February 2022
Policy and Resources Committee	15 February 2022
Environment, Climate Emergency and Transport Committee	22 October 2020
Environment, Climate Emergency and Transport Committee	3 December 2020
Environment, Climate Emergency and Transport Committee	1 February 2021
Environment, Climate Emergency and Transport Committee	16 March 2021
Environment, Climate Emergency and Transport Committee	14 June 2021
Environment, Climate Emergency and Transport Committee	7 September 2021
Environment, Climate Emergency and Transport Committee	15 November 2021
Environment, Climate Emergency and Transport Committee	20 January 2022
Environment, Climate Emergency and Transport Committee	1 March 2022

Environment, Climate Emergency and Transport Committee	20 June 2022
Environment, Climate Emergency and Transport Committee	20 October 2022
Environment, Climate Emergency and Transport Committee	30 November 2022
Environment, Climate Emergency and Transport Committee	30 January 2023
Environment, Climate Emergency and Transport Committee	14 March 2023
Environment, Climate Emergency and Transport Committee	19 June 2023
Environment, Climate Emergency and Transport Committee	24 July 2023
Environment, Climate Emergency and Transport Committee	20 September 2023
Environment, Climate Emergency and Transport Committee	5 December 2023

Appendix 1 – Breakdown of Capital Programme

Items marked * relate to Parks and are linked to both Tourism, Communities, Culture and Leisure Committee and Environment, Climate Emergency and Transport Committee. However they are reported against this Committee in this report.

Area	Scheme	2023/24			2024/25	2025/26	2026/27	2027/28
		Budget 1/4/23	Q3 Forecast Budget £000	Variance £000	Budget £000	Budget £000	Budget £000	Budget £000
Buildings	Energy efficient buildings	370	44	-326	0	0	0	0
CCTV	Removal of remaining analogue CCTV circuits-21-22	4	0	-4	4	0	0	0
Climate Emergency	Air Quality Control DEFRA	120	80	-40	40	0	0	0
	Climate Emergency Budget	52	35	-17	17	0	0	0
Environment	Environmental Improvements	0	75	75	75	75	75	0
Flood Prevention	Coastal Defence - Meols Feasibility Study	100	0	-100	100	0	0	0
	Connecting Wirral Waters: Detailed Design	42	42	0	0	0	0	0
	Coronation Park Sustainable Drainage	222	0	-222	222	0	0	0
	Moreton Sandbrook Drainage	203	0	-203	203	0	0	0
	SUD - Leasowe to Seacombe Corridor	3,016	602	-2,414	0	0	0	0
	Surface Water Management Scheme	57	0	-57	57	0	0	0

Area	Scheme	2023/24			2024/25	2025/26	2026/27	2027/28
		Budget 1/4/23	Q3 Forecast Budget £000	Variance £000	Budget £000	Budget £000	Budget £000	Budget £000
	Wallasey Embankment Toe Reinforcement	618	0	-618	248	0	0	0
	West Kirby Flood alleviation	2,505	4,959	2,454	0	0	0	0
	Woodchurch Rd Drainage	0	0	0	0	0	0	0
Parks	Allotment Sites Expansion	72	48	-24	24	0	0	0
	Arrove Country Park - New Machine Shed & Wash Bay	109	0	-109	79	0	0	0
	Arrove Country Park Depot: Re-Surfacing, Material Bays & Electronic Entrance Barrier	27	0	-27	27	0	0	0
	Birkenhead Park World Heritage Project Team	85	0	-85	85	0	0	0
	Cemetery Extension & Improvements (Frankby)	142	95	-47	47	0	0	0
	Churchyard Boundary & Landican Cememetry Structural	56	37	-19	19	0	0	0
	Flaybrick Cemetery Pathway	200	200	0	0	0	0	0
	Grange Cemetery	45	45	0	0	0	0	0
	Landican Chapels	40	0	-40	0	0	0	0

Area	Scheme	2023/24			2024/25	2025/26	2026/27	2027/28
		Budget 1/4/23	Q3 Forecast Budget £000	Variance £000	Budget £000	Budget £000	Budget £000	Budget £000
	Levelling Up Parks Fund- Woodchurch	38	25	-13	13	0	0	0
	Lever Sports Pavilion	0	0	0	80	0	0	0
	New Ferry Rangers Community Clubhouse	843	662	-181	281	0	0	0
	Parks and Countryside DDA	421	2	-419	419	0	0	0
	Parks Machinery	2,136	2,090	-46	545	0	0	0
	Parks Vehicles	580	580	0	449	42	0	0
	Parks Workshop & various machinery	135	135	0	0	0	0	0
	Play Area Improvements	177	118	-59	59	0	0	0
	Plymyard Cemetery Roadways	75	50	-25	25	0	0	0
	Plymyard Playing Field	134	89	-45	45	0	0	0
	Wirral Way Widening	70	70	0	0	0	0	0
Roads and Bridges	Bridges excluding Dock Bridge	894	287	-607	607	0	0	0
	DfT Funding Highways Maintenance and Improvements	0	765	765	0	0	0	0
	Dock Bridges replacement	210	140	-70	70	0	0	0
	Highway Maintenance	7,213	4,642	-2,571	2,884	563	563	0
	Key Route Network (LGF3) - Operate Key	166	111	-55	55	0	0	0

Area	Scheme	2023/24			2024/25	2025/26	2026/27	2027/28
		Budget 1/4/23	Q3 Forecast Budget £000	Variance £000	Budget £000	Budget £000	Budget £000	Budget £000
	Roads / Routes Efficiently							
	Key Route Network CRSTS	1,757	1,171	-586	586	0	0	0
	Lyndale Ave Parking & Safety Measures	124	0	-124	0	0	0	0
	Major Infrastructure Development & Strategic Transport Forward Planning - Traffic Management	210	210	0	0	0	0	0
	TAG Bus Case-A41 Corridor North	192	75	-117	117	0	0	0
	TAG Bus Case-Wirral Waters outline	39	26	-13	13	0	0	0
	Tower Road National Productivity Investment Fund (NPIF) - ease congestion / upgrade national or local networks	157	5	-152	52	0	0	0
Street Lighting	Street Lighting - Column Replacement & Signage	483	340	-143	170	0	0	0
	Street Lighting - Illuminated Lighting and Signage	27	0	-27	0	0	0	0

Area	Scheme	2023/24			2024/25	2025/26	2026/27	2027/28
		Budget 1/4/23	Q3 Forecast Budget £000	Variance £000	Budget £000	Budget £000	Budget £000	Budget £000
Travel and Transport	Active Travel Tranche 2	1,517	740	-777	777	0	0	0
	Combined Authority Transport Plan (CATP)	3,712	2,435	-1,277	3,397	1,910	1,910	0
	Depot Welfare Improvements	45	30	-15	15	0	0	0
	Quick Win Levy	15	25	10	20	0	0	0
	Traffic Signal LED Upgrade	1,166	777	-389	389	0	0	0
Tree Strategy	Tree Strategy	64	43	-21	21	0	0	0
	Urban Tree Challenge Fund	147	98	-49	49	0	0	0
UK Shared Prosperity Fund	UK Shared Prosperity Fund (UKSPF)	176	117	-59	445	0	0	0
Food Waste	Food Waste	0	0	0	0	0	3,200	0
Grand Total		31,008	22,120	-8,888	12,830	2,590	5,748	0

Appendix 2 – Breakdown of Revenue Budget Monitoring

		Budget	Outturn	Variance		Adv/ Fav
		£000	£000	(+ Fav / - Adv) £000	%	
Highways	Design & Commissioning	107	157	50	47%	Adverse
	Highways and Infrastructure	491	402	-89	-18%	Favourable
	Highways Maintenance & Street Lighting	6,415	6,986	571	9%	Adverse
	Highways Service Support	423	414	-9	-2%	Favourable
	Network Operations	-264	-11	253	-96%	Favourable
	Traffic Management	-689	-439	250	-36%	Favourable
Parks and Environment	Climate Emergency	395	395	0	0%	Adverse
	Flood Management	618	623	5	1%	Adverse
	Parks & Countryside - Allotments	-16	-40	-24	155%	Adverse
	Parks & Countryside - Birkenhead	469	458	-11	-2%	Favourable
	Parks & Countryside - Birkenhead Park	558	573	15	3%	Adverse
	Parks & Countryside - Cemeteries	-1,308	-1,567	-259	20%	Adverse
	Parks & Countryside - Golf	12	-29	-41	-	Favourable
					333%	
	Parks & Countryside - Highways	1,347	1,235	-112	-8%	Favourable
	Parks & Countryside - Parks HQ	867	743	-124	-14%	Favourable
	Parks & Countryside - Skips	9	-11	-20	-	Favourable
					212%	
	Parks & Countryside - Wallasey	561	527	-34	-6%	Favourable
	Parks & Countryside - Wirral Central	711	697	-14	-2%	Favourable
	Parks & Countryside - Wirral Country Park	347	381	34	10%	Adverse
	Parks & Countryside - Wirral North	388	419	31	8%	Adverse
	Parks & Countryside - Wirral South	649	659	10	2%	Adverse
	Parks & Countryside - Wirral West	497	563	66	13%	Adverse
	Parks & Countryside - Workshop	438	555	117	27%	Adverse
	Transport Depot	-189	-112	77	-41%	Favourable
Tree Management	792	916	124	16%	Adverse	
Recycling and Waste	Waste & Street Cleansing - Collection and Recycling	7,260	7,719	459	6%	Adverse

		Budget	Outturn	Variance (+ Fav / - Adv)		Adv/ Fav
		£000	£000	£000	%	
Neighbourhood Transport Transport Levy Surplus / (Deficit)	Waste & Street Cleansing - Staffing	502	518	16	3%	Adverse
	Waste & Street Cleansing - Street Cleansing	5,120	5,093	-27	-1%	Favourable
	Waste Levy	17,521	17,521	0	0%	Adverse
	Assisted Travel and Transport	2,620	2,827	207	8%	Adverse
	Transport Levy	23,043	23,043	0	0%	Adverse
		68,745	70,377	1,632	2%	Adverse



ENVIRONMENT CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

TUESDAY, 12 MARCH 2024

REPORT TITLE:	ENVIRONMENT CLIMATE EMERGENCY AND TRANSPORT COMMITTEE
REPORT OF:	DIRECTOR OF LAW AND CORPORATE SERVICES

REPORT SUMMARY

The Environment Climate Emergency and Transport Committee, in co-operation with the other Policy and Service Committees, is responsible for proposing and delivering an annual committee work programme. This work programme should align with the corporate priorities of the Council, in particular the delivery of the key decisions which are within the remit of the Committee.

It is envisaged that the work programme will be formed from a combination of key decisions, standing items and requested officer reports. This report provides the Committee with an opportunity to plan and regularly review its work across the municipal year. The work programme for the Environment Climate Emergency and Transport Committee is attached as Appendix 1 to this report.

RECOMMENDATION

The Environment Climate Emergency and Transport Committee is recommended to:

- (1) note and comment on the proposed Environment Climate Emergency and Transport Committee work programme for the remainder of the 2023/24 municipal year.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To ensure Members of the Environment Climate Emergency and Transport Committee have the opportunity to contribute to the delivery of the annual work programme.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 A number of workplan formats were explored, with the current framework open to amendment to match the requirements of the Committee.

3.0 BACKGROUND INFORMATION

- 3.1 The work programme should align with the priorities of the Council and its partners. The programme will be informed by:

- The Council Plan
- The Council's transformation programme
- The Council's Forward Plan
- Service performance information
- Risk management information
- Public or service user feedback
- Referrals from Council

Terms of Reference

The Environment, Climate Emergency and Transport Committee has responsibility for parks and open spaces, highways management and infrastructure, coastal protection and flood defence and environment and waste matters. It is the Committee that leads on behalf of the Council in responding to and matters concerning the Climate Emergency. The Committee is also responsible for the overview and scrutiny of flood risk management and coastal erosion management functions.

The Committee is charged by full Council to undertake responsibility for the Council's role and functions:-

- (a) in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, air quality issues, climate change response, improving resource efficiency and developing sustainable energy;
- (b) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway;
- (c) in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users, traffic orders and rights of way issues;

- (d) in relation to parking, including on and off-street parking and civil parking enforcement;
- (e) in respect of parks, open spaces, countryside management, allotments, playgrounds and cemeteries, including arboricultural, gardening and warden services;
- (f) in relation to the management of authorised and unauthorised sites and encampments, this to include all activities necessary or incidental to the Council's performance of its responsibilities in relation to Gypsies, Roma and Travellers;
- (g) in relation to waste and as waste collection authority, litter authority, including but not limited to dealing with litter, street cleansing, abandoned vehicles and dog fouling, and the Council's relationship with Merseyside Recycling & Waste Authority (MRWA) as the joint waste disposal authority;
- (h) as coast protection authority and lead local flood authority;
- (i) in respect of emergency planning and community resilience (infrastructure and contract services);
- (j) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions; and
- (k) undertaking the development and implementation of policy in relation to the Committee's functions, incorporating the assessment of outcomes, review of effectiveness and formulation of recommendations to the Council, partners and other bodies, which shall include any decision relating to the above functions.
- (l) in respect of Section 9JB of the Local Government Act 2000, the functions to review and scrutinise the exercise by risk management authorities of flood risk management and of coastal erosion management functions which may affect the local authority's area.

4.0 FINANCIAL IMPLICATIONS

4.1 This report is for information and planning purposes only, therefore there are no direct financial implication arising. However, there may be financial implications arising as a result of work programme items.

5.0 LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from this report. However, there may be legal implications arising as a result of work programme items.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 There are no direct implications to Staffing, ICT or Assets.

7.0 RELEVANT RISKS

7.1 The Committee's ability to undertake its responsibility to provide strategic direction to the operation of the Council, make decisions on policies, co-ordinate spend, and maintain a strategic overview of outcomes, performance, risk management and budgets may be compromised if it does not have the opportunity to plan and regularly review its work across the municipal year.

8.0 ENGAGEMENT/CONSULTATION

8.1 Not applicable.

9.0 EQUALITY IMPLICATIONS

9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.

This report is for information to Members and there are no direct equality implications.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 This report is for information to Members and there are no direct environment and climate implications.

11.0 COMMUNITY WEALTH IMPLICATIONS

11.1 This report is for information to Members and there are no direct community wealth implications.

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APPENDICES

Appendix 1: Environment Climate Emergency and Transport Committee Work Plan

BACKGROUND PAPERS

Wirral Council Constitution
Forward Plan
The Council’s transformation programme

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Standing Item	

ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

KEY DECISIONS – On forward plan to be scheduled March 2024 – June 2024

Item	Lead Departmental Officer
Hoylake Beach Management Plan	Mike Cockburn - April
Network Management Plan	Simon Fox - June
Highway Infrastructure Asset Management (HIAM) Plan and Performance Management Framework and Strategy	Simon Fox - June
Parking Services – Operational Policies/highway	Simon Fox - June
Electric Vehicle Infrastructure Strategy	Julie Barnes - June

ADDITIONAL AGENDA ITEMS – WAITING TO BE SCHEDULED

Item	Approximate timescale	Lead Departmental Officer
Revised Enforcement Policy	June	Mike Cockburn
Active Travel Infrastructure Plan (ATIP)	September/October	Julie Barnes
By Ours' Project (Liveable Neighbourhoods)	July	Julie Barnes
Creation of Public Bridleway on North Wirral Coastal Defence Access Road	TBC	Simon Fox
Flood Risk Update report	Briefing Note (March)	Neil Thomas
Fair access to green spaces	Briefing Note (March)	Mike Cockburn

Sat Nav update	Briefing Note	Simon Fox
West Kirby Marine Lake Update	New municipal year	Mike Cockburn
Addressing Pavement Parking	Requested	Simon Fox
Blue Flag Beaches	Requested	Mike Cockburn

STANDING ITEMS AND MONITORING REPORTS

Item	Reporting Frequency	Lead Departmental Officer
Budget Monitoring	Every Cycle	Sarah Cox
Performance dashboard	Commenced July 2023	Jason Gooding
Carbon Budget Performance Report (Including Eco Schools update)	Annually in June	Andrew Snow
Wirral Air Quality Strategy Annual Review	Annually in September	Deeta Cooper/Jennifer McKeown

WORK PROGRAMME ACTIVITIES OUTSIDE COMMITTEE

Item	Format	Timescale	Lead Officer	Progress
Working Groups/ Sub Committees				
Active Travel	Working group	December 2021	Julie Barnes	Ongoing
Weed Treatment Provision	Working Group	Spring 2024	Matt Humble	Scheduled
Future Provision of Waste Collection and Street Cleansing: Chair and Spokes Hothouse Briefings	Fortnightly Chair and Spokes briefings	January 2024	Mike Cockburn	Commenced
Task and Finish work				
Referral From Council				
Motion - Protecting Residents from Flood Risks			Mike Cockburn	Briefing note (scheduled for March)
Gill Netting			Mike Cockburn	In Progress
Training				

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Environment, Climate Emergency and Transport Committee – Terms of Reference

The Environment, Climate Emergency and Transport Committee has responsibility for parks and open spaces, highways management and infrastructure, coastal protection and flood defence and environment and waste matters. It is the Committee that leads on behalf of the Council in responding to and matters concerning the Climate Emergency. The Committee is also responsible for the overview and scrutiny of flood risk management and coastal erosion management functions.

The Committee is charged by full Council to undertake responsibility for the Council's role and functions:-

- (a) in co-ordinating the response to cross-cutting sustainability issues such as reducing carbon emissions, air quality issues, climate change response, improving resource efficiency and developing sustainable energy;
- (b) in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to public open spaces, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway;
- (c) in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users, traffic orders and rights of way issues;
- (d) in relation to parking, including on and off-street parking and civil parking enforcement;
- (e) in respect of parks, open spaces, countryside management, allotments, playgrounds and cemeteries, including arboricultural, gardening and warden services;
- (f) in relation to the management of authorised and unauthorised sites and encampments, this to include all activities necessary or incidental to the Council's performance of its responsibilities in relation to Gypsies, Roma and Travellers;
- (g) in relation to waste and as waste collection authority, litter authority, including but not limited to dealing with litter, street cleansing, abandoned vehicles and dog fouling, and the Council's relationship with Merseyside Recycling & Waste Authority (MRWA) as the joint waste disposal authority;
- (h) as coast protection authority and lead local flood authority;
- (i) in respect of emergency planning and community resilience (infrastructure and contract services);
- (j) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions; and
- (k) undertaking the development and implementation of policy in relation to the Committee's functions, incorporating the assessment of outcomes, review of effectiveness and formulation of recommendations to the Council, partners and other bodies, which shall include any decision relating to the above functions.
- (l) in respect of Section 9JB of the Local Government Act 2000, the functions to review and scrutinise the exercise by risk management authorities of flood risk management and of coastal erosion management functions which may affect the local authority's area.

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