



Cabinet

Date:	Monday, 26 March 2018
Time:	10.00 am
Venue:	Committee Room 1 - Wallasey Town Hall

Contact Officer: Andrew Mossop
Tel: 0151 691 8501
e-mail: andrewmossop@wirral.gov.uk
Website: <http://www.wirral.gov.uk>

AGENDA

1. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Members of the Cabinet are asked to consider whether they have any disclosable pecuniary 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.

2. MINUTES

The minutes of the last meeting have been printed and published. Any matters called in will be reported at the meeting.

RECOMMENDATION: That the minutes be approved and adopted.

LEADER'S UPDATE

3. EXECUTIVE KEY DECISIONS TAKEN UNDER DELEGATED POWERS (Pages 1 - 2)

Key Decisions – taken under delegated powers. Period 16 February, 2018 (date of publication of last Cabinet agenda) to date.

- Cabinet Member – Environment
Climate Change Annual Report and Action Plan 2017
(Executive Member Decision Form attached).

Effective from 20 March, 2018

4. NOMINATION OF CIVIC MAYOR AND DEPUTY CIVIC MAYOR 2018/19

The Cabinet is requested to make nominations for the positions of Civic Mayor and Deputy Civic Mayor for the municipal year 2018/2019, which will be submitted to the Annual Meeting of the Council.

5. WIRRAL CORE STRATEGY LOCAL PLAN - WIRRAL EMPLOYMENT LAND AND PREMISES STUDY (Pages 3 - 20)

CABINET MEMBER REPORTS

6. HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2018/19 (Pages 21 - 44)

7. TRANSPORT PLAN FOR GROWTH 2018-19 (Pages 45 - 56)

8. FEE SETTING FOR 2018/19 (Pages 57 - 72)

9. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR (PART 1)

To consider any other business that the Chair accepts as being urgent.

10. EXEMPT INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC

The following items contain exempt information.

RECOMMENDATION: 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.

11. ACQUISITION, LEASEBACK AND LOAN TO COMPANY NAMED IN THE REPORT (Pages 73 - 80)

12. ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR (PART 2)

To consider any other business that the Chair accepts as being urgent.

EXECUTIVE MEMBER DECISION FORM

DECISION TO BE TAKEN BY: CLLR PHILLIP BRIGHTMORE

KEY DECISION: YES

PORTFOLIO AREA: ENVIRONMENT

PORTFOLIOS AFFECTED: ENVIRONMENT

WARDS AFFECTED: ALL WARDS

**SUBJECT: CLIMATE CHANGE ANNUAL REPORT AND ACTION PLAN
2017**

1. RECOMMENDATIONS:

The Cabinet Member for Environment is requested to:

- (1) Note the work of the Wirral Climate Change Group and the progress outlined in this report to implement the climate change strategy
- (2) Note the observations arising from the Environment Overview and Scrutiny Committee's consideration of the annual report on climate change; and

Formally approve the 'Cool Steps' annual progress report (Appendix 1) and the latest version of the climate strategy action plan (Appendix 2) to meet the Council's Climate Local commitment.

2. REASON/S FOR RECOMMENDATIONS:

Cabinet has requested annual reports on climate change.

Wirral Council is a signatory to Climate Local and is duly committed to identify actions on climate change and the public reporting of progress with respect to these.

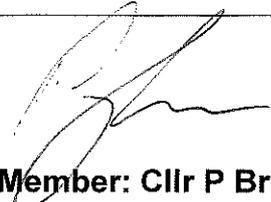
The Environment Overview and Scrutiny Committee considered the annual report at its meeting on 31st January 2018 and resolved to recommend to the Cabinet Member for Environment that the progress report and action plan be approved.

3. STATEMENT OF COMPLIANCE

The recommendations are made further to legal advice from the Deputy Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been completed. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

4. DECLARATION OF INTEREST

There are no conflicts of interest.

Signed:  Executive Member: Cllr P Brightmore Date: 5 March 2018 Also present:	Signed:  Chief Officer: Mark Smith Date: 5 March 2018
Date of Senior Policy Team Meeting(s):	

A list of background papers on this issue is held with:

Contact Officer: Bryan Lipscombe
Date: 1/3/18

Date of Publication: 8th March '18

Date of Expiry of Call-In Period:

Form Reference: Executive Member Decision Form May 2012 v 1.0



COUNCILLOR PHIL DAVIES

CABINET

26 March 2018

**WIRRAL CORE STRATEGY LOCAL
PLAN - WIRRAL EMPLOYMENT LAND
AND PREMISES STUDY**

Councillor Phil Davies, Leader of the Council - Growth, said:

“As part of the extensive and detailed process of producing a Local Plan for Wirral, it is vital we have a full understanding of the employment land we have, and what we need in the future.

This becomes even more important when we consider the huge investment interest in Wirral at the moment, through developments such as Wirral Growth Company. This report provides Cabinet with a thorough study of our employment land, and will help us as we move through the process of developing our full Local Plan during 2018.”

REPORT SUMMARY

In January 2017 Wirral Council asked its retained consultants – Lichfields (assisted by Lambert Smith Hampton) to prepare a Borough-wide Wirral Employment Land and Premises Study [Wirral ELPS]. The Wirral ELPS updates the evidence base, replacing the existing Wirral Employment Land and Premises Study prepared by BE Group in 2012.

Cabinet on 27 February 2017 (Minute 96 refers), when considering the results of further consultation on the Borough’s housing needs and land supply, resolved that the future designation of existing employment land is not determined until the Employment Land and Premises Study Update has been completed and approved.

The Wirral ELPS draws on an assessment of local market conditions, engagement with local stakeholders and businesses, viability assessments of a range of typical industrial and office uses and a review of the current employment land portfolio to arrive at a recommended employment land supply for the Borough to inform the emerging Core Strategy Local Plan. Emphasis is placed on the suitability, deliverability and viability of sites and land for future employment use.

The recommended employment land supply to be included in the Local Plan comprises 41 sites totalling 59.5 hectares net. A further 13 sites are identified at Wirral Waters as of strategic importance to the wider Liverpool City Region; 12 sites for mixed uses, where the final potential for future B Class employment uses is currently unknown; and 17 sites to be safeguarded for longer term employment uses.

The report supports the following pledges in the Wirral Plan 2020:

- Pledge Eight: Greater job opportunities in Wirral
- Pledge Ten: Increase inward investment
- Pledge Eleven: Thriving small businesses

The report is a key decision as the findings could affect a large number of residents and businesses in a large number of Wards.

RECOMMENDATIONS

- (1) The findings of the Wirral Employment Land and Premises Study 2017 are used to inform the content of the Council's emerging Core Strategy Local Plan.**
- (2) That Cabinet recommends to Council that the Wirral Employment Land and Premises Study 2017 is approved as a material consideration for use by Planning Committee in the determination of planning applications.**

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 To approve up-to-date evidence on employment land to inform the preparation of the Council's Core Strategy Local Plan and assist with the consideration of planning applications and the implementation of the Council's Growth Plan and Strategic Regeneration Framework.
- 1.2 To comply with the legal and procedural requirements for the preparation and adoption of an up-to-date Core Strategy Local Plan for Wirral, in line with the National Planning Policy Framework [NPPF].

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Paragraph 21 of the NPPF advises that in drawing up Local Plans, local planning authorities should:
 - set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;
 - set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
 - support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
 - plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
 - identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and
 - facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.
- 2.2 The Wirral ELPS will inform the preparation of the Council's statutory Local Plan for the area. Not preparing an up-to-date Local Plan would mean that the Council would have to continue to rely on the Unitary Development Plan adopted in February 2000. The national presumption in favour of sustainable development would be held to apply where the development plan is absent, silent or relevant policies are out-of-date (NPPF paragraph 14). In the absence of an up-to-date Local Plan, decisions on planning applications will have to be made in the context of the National Planning Policy Framework, with policies in the Unitary Development Plan only carrying weight according to their consistency with the Framework.
- 2.3 Not preparing an up-to-date Local Plan may also incur financial penalties and the intervention of the Secretary of State.

3.0 BACKGROUND INFORMATION

- 3.1 In 2017 Wirral Council asked its retained consultants – Lichfields (assisted by Lambert Smith Hampton) to prepare a Borough-wide Wirral Employment Land and Premises

Study [Wirral ELPS]. The Wirral ELPS updates the evidence base, replacing the existing Wirral Employment Land and Premises Study, last prepared by BE Group in 2012. The scope of the Wirral ELPS is to:

1. establish Wirral's planning policy and economic context;
2. assess recent trends and performance in the commercial property market, defining Wirral's distinct market areas;
3. consult with local stakeholders and businesses;
4. assess the current employment land portfolio to determine the suitability and deliverability of sites and land, considering whether they should be retained or released for other uses;
5. assess the viability of different sized industrial and office developments in each of Wirral's market areas; and
6. recommend an appropriate employment land portfolio for Wirral, balancing quantitative and qualitative factors to inform the emerging Local Plan over the period to 2033.

SUMMARY OF KEY FINDINGS

Economic Context (Section 3 of the Report)

- 3.2 In section 3 of the report, Lichfields review a range of demographic and economic indicators, including economic performance, business demography and enterprise, labour market, commuting patterns, earnings, skills and occupations and deprivation. They draw upon this to consider the main implications for employment land in the Borough in the form of an analysis of the strengths, weaknesses, opportunities and threats facing Wirral.

SWOT Analysis	
Current Strengths	Current Weaknesses
<ul style="list-style-type: none"> • Job growth rates are currently higher than the North West region; • Strong employment growth in business services, health and ICT over the last decade; • Higher business birth rates than the region or UK between 2010 and 2015; • Lower unemployment rate than the region and UK in recent years; • High resident earnings; • Strong proximity to and commuting relationships with key growth areas of Liverpool, Manchester and Chester 	<ul style="list-style-type: none"> • The size of Wirral's population has declined in recent years, though this trend has halted; • Employment in manufacturing and construction sectors has reduced over the last decade; • Over-representation of employment in retail and public sector; • Business death rate as a proportion of the stock is high compared to the region and UK; • Employment has only recently reached pre-recession levels; • Hotspots of deprivation driven by lower incomes and fewer employment opportunities
Current Opportunities	Current Threats
<ul style="list-style-type: none"> • High business birth rates in recent years and an entrepreneurial culture will help drive future employment growth; • Low workplace earnings are attractive to businesses; • Competitive workforce skills compared to the region (though worse than the rest of the UK); • High workforce representation in professional and associated professional/technical occupations to support growth in the knowledge economy 	<ul style="list-style-type: none"> • Working-age population is forecast to shrink, and economically active population has grown at a slower rate than the region and UK in recent years • Workforce attainment rates of high level qualifications (degree level and above) are low compared to the rest of the UK • Smaller proportion of the workforce employed in technical and vocational skilled occupations compared to the region and UK

Market Areas

- 3.3 Lichfields identify five broad market areas in Wirral, based on the Settlement Areas identified in the emerging Core Strategy, the distribution of available sites and their understanding of the local market. Subsequent findings are presented on the basis of these market areas. The market areas are:
- Wirral Waters and Enterprise Zone sites (this is to take into account the additional incentives offered by the Enterprise Zone and Wirral Waters Investment Fund);
 - Birkenhead and Wallasey (this is based on Settlement Areas 1 to 3 in the Core Strategy, excluding Wirral Waters and Enterprise Zone);
 - Bromborough and Eastham (this is based on parts of Settlement Area 4 in the Core Strategy, extended to include part of Area 8);
 - Mid-Wirral (this is the same as Settlement Area 5 in the Core Strategy); and
 - West Wirral and Rural Areas (this is based on Settlement Areas 6, 7 and the remainder of Area 8 from the Core Strategy)

Viability Analysis (Section 5)

- 3.4 Lambert Smith Hampton assessed the potential viability of employment sites for eight types of commercial development (including small, medium and large industrial units and offices in different locations plus large distribution centres) which could be expected to come forward within each of the five market areas. The assessment identified viability issues for new build development across Wirral, simply because potential returns (gross development value) will generally be outweighed by the total costs of development (build costs, professional fees, land, profit, etc.). This was without taking into account any abnormal costs such as land reclamation on brownfield sites or the availability of grant funding: as these can vary significantly between sites they cannot be factored into this type of high-level viability analysis.
- 3.5 Lichfields note that any lack of development viability is not just down to poor sites or high abnormal costs but is a factor of prevailing economic and market conditions. Given the best possible portfolio of sites and environment for business, Lichfields are of the view that employers will continue to be attracted to the Borough – even if in pure monetary terms it is not currently viable to build the required premises on a speculative development basis.

Stakeholder Consultation (Section 6)

- 3.6 A key part of the study involved consulting with a wide range of stakeholders including commercial agents, landowners, developers, economic development and business organisations, and undertaking a survey of local businesses. As part of the Duty-to-Cooperate, consultations were also held with adjoining Local Planning Authorities to determine the cross-boundary economic and employment land relationships. The findings of this stakeholder engagement is summarised in Section 6 of the report and confirmed that there is no expectation for Wirral to accommodate employment needs arising from elsewhere and vice versa. Large scale developments would, however, affect existing commuting and employment relationships; for example, between Wirral and Liverpool and between Cheshire West and Chester and Wirral.

Review of the Employment Land Portfolio (Section 7)

- 3.7 To align with the SHELMA, the Wirral ELPS only considers B-Class land uses, which include:
1. B1a/b Business (offices / research & development);
 2. B1c/B2 Light / General Industrial (workshops / factories); and
 3. B8 Storage or Distribution (wholesale warehouses, distribution centres).
- 3.8 The review focuses upon sites and land currently in existing employment use, or allocated for employment use within the adopted UDP. Additional potential sites were also assessed to determine their suitability for employment use, mostly sites with no existing notation in the UDP or subject to non-employment designations such as a Key Town Centre. In total, 93 sites were assessed (covering 237 hectares (gross) of land), the majority of which fell within the Birkenhead & Wallasey and Bromborough & Eastham market areas. Each site was visited and assessed for its suitability for future employment use in line with national planning practice guidance, in addition to considering the outcome of stakeholder consultation and the viability assessment outlined above. Each site was given a rating of 'very good', 'good', 'average', 'poor', or 'very poor' as a broad indication of the overall quality of the employment land opportunity rather than as a comparison of one site against another. The assessment is summarised in individual proformas for each site containing photographs, red-line boundaries on aerial maps, site descriptions, assessments, the final rating and a policy recommendation. A further 3 sites which had gained planning permission for employment uses since the study began were not assessed but included in the overall portfolio.
- 3.9 Lichfield's approach to determining Wirral's employment land supply was framed by three key objectives:
1. Protect and provide good quality sites suitable for employment uses with the greatest prospect of delivery over the Local Plan period to 2033, and to respond to areas of strong market demand, in particular ensuring that Bromborough - Wirral's nucleus of prime industrial space - has sufficient good quality sites to meet levels of demand. As viability is challenging, even in prime locations such as Bromborough, the recommended portfolio therefore needs to focus on the best quality sites with positive viability to ensure that supply is able to respond to demand with limited intervention;
 2. Remove policy protection for employment designations and de-allocate poorer quality sites that are unlikely to meet modern business needs and/or have significant deliverability and viability issues. This responds directly to feedback from local businesses and stakeholders that much of the existing employment space is of poor quality and is not fit for purpose. This is particularly the case in Birkenhead where there is a wider need for regeneration and to provide opportunities for businesses to relocate from poorer quality premises (particularly in and around Wirral Waters) to better quality premises that better meet the needs of modern occupiers; and
 3. Distinguish between meeting Wirral's local business needs and strategic requirements generated by the wider Liverpool City Region and inward

investment, specifically Wirral Waters, which aims to attract investment of a scale over and above the needs of Wirral Borough in isolation.

Recommended Employment Land Supply

3.10 From the overall portfolio of employment land assessed, Lichfields recommend that thirteen sites be de-allocated, released for other uses or not allocated for B-Class employment use. This includes seven allocated and existing sites, totalling 6 hectares (net), and six potential sites that are considered inappropriate to be allocated for B-Class use, which are generally poor quality sites with significant development constraints and low market attractiveness. Some are considered to have challenging deliverability within the Local Plan period up to 2033, have permission or are under construction for alternative uses, or are simply inappropriate for future B-Class use. These sites are:

Site ID	Site Name	Site Area (ha)	Brief summary of reasons for exclusion from employment land portfolio/supply
35	North of Oakdale Road - West of New Way Business Centre	0.78	Site is poor quality and has serious development constraints.
54	Clatterbridge Hospital, Clatterbridge Road	4.74	Not possible to determine suitability for a particular type or form of development due to Green Belt status.
65	Former Burtons Biscuits, Pasture Road	12.51	Poor market attractiveness and demolition cost constraints; now has planning permission for housing. Re-designate as Primarily Residential unless continued employment use can be secured.
66	Former River Streets, Beaufort Road	4.02	Housing scheme under discussion – retain Primarily Residential designation.
133	Former Waste Transfer, Limekiln Lane	1.59	Development constraints and adjoining use favour restoration for public open space.
255	Village Road Oxton, (2-2A)	0.10	Site under construction for mixed-use development, proposed re-designation as local centre in Local Plan.
342	57A-59 Norman Street	0.18	Backland site in primarily residential area-better pursued for residential development.
343	Chester Road Industrial Units (Darlington's Yard)	0.01	Exclude because of small size and Green Belt status.
360	Fmr Punch Bowl Inn Hoylake	0.01	Retain in town centre boundary-suitable for mix of town centre uses.
365	Former Hurstwoods International, New Brighton	0.58	Site under construction for extra-care residential development.
391	Car Park, Alabama Way	0.50	Layout and context favours retention as public amenity/ access to the coast.
420	Rear of Arrowe Brook Road, Upton	2.00	Site now under construction for residential development.
421	Cross Lane Industrial Estate	1.61	Site no longer available with the

			developable land part of adjacent van hire business.
--	--	--	--

- 3.11 As such Lichfields overall recommended employment land portfolio comprises 83 sites of 143.6 hectares (net). Lichfields then go on to consider which sites in the overall remaining portfolio should comprise the declared employment land supply in the emerging Core Strategy Local Plan. They discount thirteen Wirral Waters sites of strategic importance to the wider Liverpool City Region; twelve sites appropriate for mixed use development (where the precise quantum of B-class uses would be unknown until development proposals come forward) and seventeen sites to be safeguarded for long term employment use (generally sites owned by existing businesses and only accessible to them; or sites where deliverability is currently unknown and may come forward after 2033). The mixed use sites in particular may contribute B1a/b/c Class employment space over the course of the Plan period, although the quantum of this is unknown at present.
- 3.12 Lichfields final recommended employment land supply for inclusion in the Local Plan therefore comprises 41 sites with a combined net developable area of 59.5 hectares. The majority of the recommended supply relates to eight retained Employment Development Sites and twenty-six retained Primarily Industrial Area designations. A further four potential sites are considered suitable employment sites and are also recommended to be allocated for B-Class use. The three small sites with extant planning permission not assessed by Lichfields are also included as part of this final employment land supply. The full list of sites is included as an appendix to this report.

Demand and Supply Balance (Section 8)

- 3.13 The Wirral ELPS does not assess the need or demand for future employment land which is currently being considered in a separate cross-boundary report - the Liverpool City Region Strategic Housing and Employment Land Market Assessment [SHELMA]. The SHELMA will identify the quantum of office, industrial and small scale warehousing land that will be needed in Wirral, to 2037 and will also consider the need for strategic warehousing for the Liverpool City Region as a whole. The SHELMA was subject to stakeholder consultation in October 2017 and the responses are currently being considered by the LCR Combined Authority, prior to final adoption by each of the partner authorities later in 2018.
- 3.14 The draft Liverpool City Region SHELMA currently indicates a potential requirement of between 57 and 130 hectares of B-Class land in Wirral for the period 2012 to 2037. Pro-rated to the Wirral Local Plan period, to 2033, the range narrows to 34 to 78 hectares. It should however be noted that this excludes the additional need for sites for large scale B8 use which the SHELMA will consider at the wider Liverpool City Region level. The draft SHELMA recommendations at Wirral level set against the overall employment land portfolio and recommended employment land supply are summarised in Table 8.1 of the Wirral ELPS, which is reproduced below. The recommended employment land supply of 41 sites covering 59.5 hectares (net) falls within the upper range of the requirement for Wirral estimated by the draft Liverpool City Region SHELMA.

Table 8.1 Forecast net requirement for Wirral Local Plan period up to 2033 (ha)

Scenario	B1	B2	Small scale B8	Total	Margin	Total + Margin	Surplus (Total + Margin - Overall portfolio, @ 143.6 ha net)	Total + Margin - Recommended supply @ 59.5 ha net
Baseline scenario (6,600 FTEs)	13.44	6.78	0	20.22	13.8	34.02	+109.6	+25.5
Growth scenario (11,500 FTEs)	17.1	7.44	0	24.6	13.8	38.4	+105.2	+21.1
Past completions	15.66	53.4	8.7	77.76	0	77.76	+65.8	-18.26

Source: GL Hearn (2017) Draft Liverpool City Region Strategic Housing & Employment Land Market Assessment, Lichfields analysis
 Note: Overall Portfolio = 143.6 ha, Recommended Supply = 59.5 ha.

Spatial Distribution and Delivery Timescales (paragraphs 8.9-8.16)

3.15 Table 8.2 in the Wirral ELPS (reproduced below) shows both the number of sites and their combined net developable area for each market area. The timescales identify nine sites that are already either fully developed or under construction, with the remaining timescales broken down into the five-year periods of the Local Plan. Indicative timescales for delivery were derived on the basis of the commercial property market review, consultations with stakeholders such as agents, landowners and developers, and site specific information such as viability and known development constraints.

Table 8.2 Spatial Distribution and Delivery Trajectory of the recommended employment land supply

Market Area	Fully Developed or Under Construction		2018 to 2023		2023 to 2028		2028 to 2033		Plan period 2018 to 2033	
	No. of sites	Net developable area (ha)	No. of sites	Net developable area (ha)	No. of sites	Net developable area (ha)	No. of sites	Net developable area (ha)	No. of sites	Net developable area (ha)
Birkenhead and Wallasey	3	0.0	8	4.3	3	1.9	1	10.4	15	16.6
Wirral Waters Enterprise Zone	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Bromborough and Eastham	3	0.0	7	12.0	3	9.8	4	18.2	17	39.9
Mid Wirral (Moreton, Greasby, Upton)	1	0.0	1	0.2	1	1.1	1	1.5	4	2.8
West Wirral and Rural Areas	2	0.0	0	0.0	0	0.0	0	0.0	2	0.0
Extant planning permissions	0	0.0	3	0.2	0	0.0	0	0.0	3	0.2
Total	9	0.0	19	16.6	7	12.8	6	30.1	41	59.5

Source: Lichfields' analysis

- 3.16 The recommended employment supply aims to reduce the reliance on poorer quality sites, predominantly within the Birkenhead and Wallasey market area, while retaining better quality sites that are most suitable for continued B-Class employment use. More than half of the recommended employment land supply is expected to be delivered in the last five years of the Local Plan, and more than two thirds of the total supply is expected to be provided in the Bromborough and Eastham market area. The supply of employment land in the Birkenhead and Wallasey market area is expected to decrease over the short to medium term before increasing towards the end of the Plan period. This is because the most readily developable sites included in the recommended supply for the market area are smaller infill development plots. Lichfields note that grant funding or other mechanisms should be considered to accelerate delivery of good quality but constrained sites in Bromborough and Birkenhead. Additionally, they recommend that the Council should consider the qualitative arguments for allocating new strategic sites that are more readily developable than the constrained brownfield sites that characterise much of the existing supply.

Assessment of Employment Areas (paragraphs 8.17-8.40)

- 3.17 In addition to the site-specific assessments, Lichfields also provide a commentary on each of Wirral's wider employment areas to provide guidance on their future role and importance in the Borough's overall hierarchy of sites. To provide continuity with the previous 2012 Wirral Employment Land and Premises Study, Lichfields group each of the employment areas and sites into four main categories that reflect their position in the study area as a whole (rather than their sub-regional significance). A short summary draws together the key points from the analysis for each market area. Lichfields consider that all the existing employment areas continue to play an important role in the local economy. Of particular importance, employment areas away from the Birkenhead and Wallasey and Bromborough and Eastham areas, notably North Cheshire Trading Estate and the existing employment areas in Moreton and Upton should retain a 'key employment area' designation, with Carr Lane retained as a 'key local area'.

Options for accommodating growth (paragraphs 9.19-9.41)

- 3.18 In light of the recommended employment land supply Lichfields identify a number of options for accommodating future growth:

1. Allocate New Industrial Sites

- 3.19 Lichfields consider that allocating additional sites for industrial development would increase the current choice of sites and provide the Borough with new development opportunities of the size and scale necessary to allow local businesses to expand. This is particularly important in their view, as a significant amount of demand for premises and development in the Borough is driven by local businesses. Several agents reported that they had unmet enquiries from local businesses looking for new premises. Lichfields consider that this option could be set out in more detail in a new policy in the emerging Local Plan, setting out precise locations and sites to allocate.
- 3.20 Within the current economic climate, Lichfields consider that the focus should be on sites in areas of strongest market demand. Whilst there are robust levels of demand

for industrial premises across the Borough, the Bromborough and Eastham market area receives the greatest level of interest. Agents reported that in Mid Wirral and West Wirral market areas demand is driven primarily by local indigenous businesses. The demand for industrial premises is primarily from manufacturing and light engineering businesses; and distribution businesses tend to locate in Wirral International Business Park where there is good access to the M53. There is a particular shortage of industrial/distribution sites up to 930 sqm / 10,000 sq ft across the Borough, but there is also demand for larger premises above 9,300 sqm / 100,000 sq ft. Demand is concentrated in Bromborough and Eastham, though there is also demand for sites in Birkenhead and the Mersey Waters Enterprise Zone where there is also good access to the M53. The most popular industrial estate, Wirral International Business Park, is nearly fully developed with significantly fewer sites now available.

- 3.21 Lichfields therefore consider that the focus in Wirral should be on providing further industrial and warehousing allocations, despite the greater demand for office space forecast at City Region level in the draft SHELMA, particularly as past completions demonstrate that industrial and distribution-based demand has driven development in the Borough in recent years.
- 3.22 Although econometric projections suggest a potential growth in office jobs over the plan period in the Borough, there are concerns regarding the amount of office space that is required in the local context. The office market in Wirral is predominantly focused on Birkenhead and demand is predominantly from local SMEs looking for small office spaces. This is likely to continue for the short term at least until the Wirral Waters scheme develops further and begins to provide larger-scale higher quality office accommodation.
- 3.23 Lichfields consider that this is partly because the office market remains relatively weak in Wirral due to the proximity of the Borough to more established office centres such as Liverpool and Manchester. Further substantial office allocations could also serve to further weaken the attractiveness of secondary office space in Wirral. The current stock of office space in the Borough is biased towards refurbished buildings rather than purpose-built accommodation. Most office enquiries are from local businesses and there is considered to be insufficient demand for significant new-build premises in the short term.

2. Intensification of Existing Sites

- 3.24 Lichfields identify the upgrading and refurbishment of existing industrial areas (and where possible, their redevelopment, so that they can be used more efficiently) as a further option for accommodating future requirements. Better utilisation of the existing industrial stock could be achieved through gradual redevelopment of individual plots, for example, by replacing a large older unit with a development of modern smaller units for which there is stronger demand. There is a particular need for this in the Birkenhead and Wallasey market area which has a prevalence of poorer quality and older premises, much of it dating from the 1950s.
- 3.25 Lichfields recognise that there may be limited scope to upgrade and renew some of the poorer performing sites, to ensure that this space remains attractive and viable to the market. In the first instance, they consider that this approach could focus on older employment sites that do not currently reflect modern working layouts, densities,

technology and premises and perform relatively poorly based on recent site assessments. In particular, older industrial and dock related buildings should be targeted, as these form many of the poorer-rated sites. This may comprise redevelopment, although qualitative improvements could also be delivered through refurbishment of existing buildings (to an extent).

3. Policy Delivery Mechanisms

- 3.26 Alongside provision of new supply, as noted above, Lichfields consider that upgrading and renewal of the Borough's existing office stock will also be important. It will not only ensure that this space remains attractive to the market, but may also provide the opportunity to create some additional supply. This may comprise redevelopment, but qualitative improvements can also be delivered through refurbishment of existing sites and premises.
- 3.27 Lichfields recommend that the Council should work with partners such as the Liverpool City Region LEP and Homes England to support delivery of employment sites where viability is challenging development. This could include supporting elements of cross subsidy with higher value uses as part of wider employment developments, such as trade counters or food outlets. Additionally grant funding mechanisms or rent commitments could help de-risk development. Other policy tools highlighted by Lichfields include business improvement districts, Section 106 agreements/future community infrastructure levy, local development orders, design codes and planning briefs to de-risk planning issues and provide greater certainty. Encouragement for owners and developers could also be aided by a range of planning and economic development interventions including:
1. a Local Plan policy encouraging such forms of upgrading (although this will only work in combination with other actions);
 2. continued and stronger Local Plan policy protection for certain industrial sites (reducing the potential for residential 'hope value' pricing out development);
 3. local initiatives to publicise to local firms case studies of successful upgrading of business premises, including costs, local contractors involved and rental or other benefits achieved;
 4. encouragement of mixed use developments to help facilitate and cross-subsidise the creation of B-class premises; and
 5. direct engagement with owners regarding the upgrading of their premises.

Other Policy Issues (paragraphs 9.44-9.48)

Wirral Waters and the Dock Estate

- 3.28 The Wirral Waters market area covers much of the current and former dock estate in Wallasey and Birkenhead. Lichfields consider that it will be vital for Wirral Council to ensure that any proposed developments featuring sensitive receptors that would adjoin the Mersey Waters EZ (and particularly MEA Park) do not compromise the future deliverability of these employment proposals prior to delivery. For example, if site 66 (Former River Streets, Beaufort Road) were to come forward for residential use it should be designed in such a way that it would not prohibit or undermine future proposals for large scale B1/B2/B8 development at the adjacent MEA Park.

3.29 Whilst a significant proportion of the former dock estate was assessed in this study, not all of the active sites in this area were reviewed, as the port operator still expects large areas to remain in port-related use during the Plan period. Lichfields consider that whilst every proposal should be treated on its merits, in very general terms the existing uses within the former dock estate are appropriate in the current context/phase of development. In the long term, however, there will clearly be a wide-ranging transformation of the dock estate, which is likely to extend beyond the Plan period and which could radically change the mix of uses (particularly to the east) that could potentially be accommodated. Lichfields consider that the Council will need to be mindful of this when planning the wider regeneration of this part of Birkenhead. The current masterplan for the area broadly envisages East Float coming forward for a mix of C2/C3 residential/ B1 business/ D1 institutions /D2 leisure and Sui Generis uses over the plan period, whilst West Float is predominantly intended for B1c/B2 and B8 uses.

Affordable Space for Small Businesses

3.30 There is a shortage of good quality smaller industrial premises, with smaller premises up to 930 sqm / 10,000 sq ft being in particularly high demand from local SMEs. Demand is concentrated in Bromborough, though there is also a need in Birkenhead and Wallasey and to a lesser extent in Moreton. Agents reported that they had unmet enquiries from local businesses looking for premises to expand into. Based on experience elsewhere, Lichfields put forward two possible approaches to providing such premises:

1. Secure provision of small units within larger employment developments, residential or mixed use schemes. This could be achieved as part of the S.106 obligations with the developer delivering the units for management by the Council or another operator. Lichfields recognise that caution will be needed in periods of market uncertainty to ensure this does not delay or even prohibit delivery of potentially valuable development.
2. Encourage conversion or sub-division of older industrial space into a number of small, lower cost units which could provide a more cost effective option than provision of new bespoke space. If the market did not bring this forward, such a scheme could be instigated by the Council with a development partner or consortium.

Monitoring (paragraphs 9.49-9.50)

3.31 Lichfields set out a number of recommendations for monitoring:

1. levels of future demand for office and industrial space and the range of future requirement estimated by the draft SHELMA this best relates to;
2. how much of the currently identified supply of employment space commitments are likely to come forward and whether any new sites emerge;
3. the extent and type of any losses of existing employment land to non B-class uses, particularly to residential (as part of the on-going monitoring of office losses under the amended Permitted Development Rights, which will now need to incorporate the proposed changes to Permitted Development Rights to include B1c and B8 uses); and,

4. any on-going deficiencies in provision for specific types of employment premises identified in any future consultation with stakeholders (e.g. small, low cost, business or industrial units).

4.0 FINANCIAL IMPLICATIONS

- 4.1 Lichfields have undertaken this study under the terms of their appointment as the Council's retained retail consultants in 2013 for a period of five years, following a tender process. The fee of £45,495 excluding VAT was met from the Transformation budget. Some of the recommended interventions to bring forward sites and premises as referenced in paragraph 3.27 may require external funding support.

5.0 LEGAL IMPLICATIONS

- 5.1 The Core Strategy Local Plan for Wirral must be prepared in line with the process set out in national legislation and can only be adopted by the Council if it is found to be legally compliant and sound by a Planning Inspector appointed by the Secretary of State after public examination.
- 5.2 To be sound, a local plan must be: positively prepared, to meet objectively assessed development and infrastructure requirements; justified, in terms of being the most appropriate strategy when considered against the reasonable alternatives; effective, in terms of being deliverable and based on effective joint working on cross-boundary strategic priorities; and be consistent with national policy, by delivering sustainable development in line with the National Planning Policy Framework (NPPF, paragraph 182).
- 5.3 To be legally compliant, the local plan must be prepared to fully comply with national legislation and regulations, including the Duty to Co-operate.
- 5.4 The Council has a legal Duty to Co-operate with named public bodies including adjoining local authorities and national agencies. A failure to comply with the Duty to Co-operate can be fatal to the legal compliance of the Local Plan and could require the Core Strategy to be withdrawn.
- 5.5 The Council must also comply with its own statutory Statement of Community Involvement, last adopted in March 2014.
- 5.6 The approval of the final Draft Core Strategy Local Plan will require a resolution of Council before it can be published and submitted to the Secretary of State for public examination.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 The Council's Core Strategy Local Plan is prepared by the Council's Forward Planning Service, supported by other teams responsible for housing, regeneration, transport, economic development and public service delivery.
- 6.2 The Wirral ELPS will have implications for the review of development options requested by Cabinet in February 2017 (Minute 96 refers).

7.0 RELEVANT RISKS

- 7.1 A failure to comply with the requirements of national policy can be fatal to the legal compliance and soundness of the Core Strategy.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 A key part of the study involved consulting with a wide range of stakeholders including commercial agents, landowners, developers, economic development and business organisations, and undertaking a survey of local businesses. As part of the Duty-to-Cooperate, consultations were also held with adjoining Local Planning Authorities to determine the cross boundary economic and employment land relationships. The findings of this stakeholder engagement is summarised in Section 6 of the report.
- 8.2 Consultation on the later stages of the emerging Core Strategy Local Plan and the associated evidence base (including the NLP Retail study and the review of development options requested by Cabinet in February 2017) will be undertaken in line with the Council's statutory Statement of Community Involvement approved on 10 March 2014. The review of development options, which will now include the findings of the Wirral ELPS, will be reported to Cabinet in July 2018.

9.0 EQUALITIES IMPLICATIONS

- 9.1 The emerging Core Strategy Local Plan has been subject to ongoing Equality Impact Assessment.
- 9.2 Results of previous Equality Impact Assessments prepared at each stage in the preparation of the Core Strategy can be viewed at <http://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/core-strategy-local-plan-0>
- 9.3 A revised Equality Impact Assessment will be presented alongside the proposals to be included in the final Core Strategy Local Plan.

REPORT AUTHOR:

John Entwistle
Principal Forward Planning Officer
telephone: (0151) 691 8221
email: johnentwistle@wirral.gov.uk

APPENDICES

List of sites to be included in the local plan and sites with planning permission

The following items can be viewed in the Council's on-line Document Library [here](#) under "Wirral Core Strategy Local Plan – Wirral Employment Land and Premises Study"

Wirral Employment Land and Premises Study (Main Report)
Appendix 1: Stakeholder consultation
Appendix 2: Viability appraisal outturns

- Appendix 3: Gross to net adjustments for employment sites
- Appendix 4: Site assessment criteria
- Appendix 5: Sub-area maps
- Appendix 6: Assessed site criteria ratings
- Appendix 7: Site Pro-formas

REFERENCE MATERIAL

The previous Wirral Employment Land and Premises Study Refresh (September 2012, BE Group) can be viewed here:

<http://democracy.wirral.gov.uk/ecsddisplayClassic.aspx?name=sd824&id=824&rpId=1000281486&sch=doc&cat=13211&path=12848%2c13202%2c13211>

The Core Strategy for Wirral, Proposed Submission Draft (December 2012) can be viewed at:

<http://www.wirral.gov.uk/my-services/environment-and-planning/planning/local-development-framework/core-strategy-development-plan>

Additional background information relating to the earlier stages in the preparation of the Core Strategy Local Plan can be viewed on the Council’s website at

<http://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/core-strategy-local-plan>

The documents related to the Council’s ongoing review of development options can be viewed at

<http://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/core-strategy-local-plan-6>

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet – Core Strategy Local Plan – Report of Further Consultation on Housing Need and Land Supply	27 February 2017 (Minute 96)

Appendix - List of sites to be included in the Local Plan

ID	Site Name	Gross site Area (HA)	Net Developable Area (HA)	Market Area
6	Eastham Dock Estate - Queen Elizabeth II Dock	6.57	6.57	Bromb & Eastham
13	Eastham Dock Estate - North Road Tank Farm	9.32	8.38	Bromb & Eastham
17	Riverview Road - East of Tulip	2.94	1.91	Bromb & Eastham
24	Premier Brands, Reeds Lane - North of Access Road	1.46	1.46	Mid Wirral
31	Twelve Quays - Morpeth Waterfront	1.51	1.36	B'head & W'sey
49	Riverside Park (Phases 2b - 4)	3.37	3.03	Bromb & Eastham
50	Former Tank Farm, Commercial Road	0.97	0.97	Bromb & Eastham
57	North Cheshire TE - S of Avalon Funeral Supplies	0.21	0.09	B'head & W'sey
64	Former TRFC Training Ground, Valley Road	1.28	1.1502	B'head & W'sey
70	Peninsula Business Park, Moreton	1.26	1.13	Mid Wirral
72	North Cheshire TE - North of PK Commercial	0.48	0.43	B'head & W'sey
74	Former MOD Tank Farm, Old Hall Road	8.07	6.85	Bromb & Eastham
79	Birkenhead Dock Estate - Bidston Dock	17.55	10.40	B'head & W'sey
97	Former Royal Swan Hotel, Dock Road	0.23	0.38	B'head & W'sey
101	Quest International, Bromborough Coast	0.60	0	Bromb & Eastham
110	West Float Industrial Estate, Dock Road	0.34	0.34	B'head & W'sey
116	Former Builders Yard, Magazine Lane	1.01	1.01	Bromb & Eastham
123	Wheatland Lane, Seacombe	0.50	0.5	B'head & W'sey
125	Tarran IE - Tarran Way North	0.24	0.24	Mid Wirral
217	Ten Streets - Phase 1	0.98	0.98	B'head & W'sey
219	Former Parry & Sherlock, Cleveland Street	0.35	0	B'head & W'sey
232	Ten Streets - Phase 4	0.52	0.33	B'head & W'sey
234	Former Spectrum Adhesives, Caldbeck Road	2.36	2.36	Bromb & Eastham
242	Slack Wood, Riverview Road	2.03	1.35	Bromb & Eastham
263	Riverbank Road, Magazine Lane	1.78	1.6	Bromb & Eastham
309	Adj 45 Old Bidston Road	0.13	0.13	B'head & W'sey
324	Former Croda/ Uniqema site	5.03	0	Bromb & Eastham
328	Former Pallet yard, Birkenhead Road	0.63	0.63	B'head & W'sey
330	Tulip expansion	2.30	2.18	Bromb & Eastham
334	Former UML Power Station (balance of site 75)	2.78	0	Bromb & Eastham
341	Arnwood Phase 2 (balance of 241)	0.16	0	Bromb & Eastham

356	Royston Dental Laboratory	0.07	0	W.Wirral & Rural
358	Forge Engineering Ltd	0.30	0	Mid Wirral
359	Pemway Enterprise Centre	0.05	0	W.Wirral & Rural
364	Former Epichem, Power Road	3.87	1.93	Bromb & Eastham
403	E of 54 Old Bidston Road	0.02	0.02	B'head & W'sey
415	Former Eastham Sand, Riverbank Road	3.89	1.94	Bromb & Eastham
418	Vacant Yard, 303 Corporation Road	0.18	0	B'head & W'sey

Sites with planning permission		
Site Name	Proposal	Site area
Former M53 Ford, Hind Street	Renovation of car showroom and garage replacement of existing workshop building and subdivision of former NHS building as a separate unit for B1, B2 & B8 uses (APP/17/00526)	Net change in B class floorspace 190 sq m (0.019HA)
Land adjacent to Howdens, Tarren Way West	Proposed industrial unit with mezzanine level and car parking (OUT/16/00737)	0.09 HA
Hoylake Crash and Service Centre, New Hall Lane	Erection of additional workshop unit for B-class use (APP/16/01612)	447 sqm net (0.045HA)



**COUNCILLOR
STUART WHITTINGHAM**

CABINET

26 March 2018

**HIGHWAY STRUCTURAL
MAINTENANCE PROGRAMME 2018/19**

Councillor Stuart Whittingham, Cabinet Member for Highways and Transport said:

“The quality of roads and highways is a big priority for residents, which of course puts it at the top of our agenda, too. Wirral residents expect to travel on a transport network which is safe, efficient and of a high quality.

I believe that is exactly what we deliver and I am delighted that we are now in a position to go even further. Wirral has been awarded £2,625,000 to ensure our transport infrastructure is fit for the future – improving our roads and making sure Wirral residents benefit from a first rate highway network.

This investment will help bring about further growth in our economy and ensure road users across Wirral continue to experience efficient and safer journeys on our networks”.

REPORT SUMMARY

On the 2nd February, the Liverpool City Region (LCR) Combined Authority awarded £2,625,000 of Highways Maintenance Funding to Wirral Council to support investment in our highways assets. This report seeks Cabinet approval to accept the £2,625,000 and allocate it between the Bridges and Roads/Footway elements of the network. The report also requests approval of the detailed Highway Structural Maintenance Programme for 2018/19.

This funding will support the delivery of the Connecting Wirral Transport Strategy and the Wirral Plan pledge to provide transport and technology infrastructure fit for the future, and will ensure that Wirral has safe, affordable, well maintained and efficient transport networks for residents to access community services, enjoy our leisure facilities and commuter to work.

The maintenance of highways is a statutory duty for the Council under the Highways Act 1980 (as amended).

This is a key decision and all wards are affected.

RECOMMENDATION/S

Cabinet is requested to:

- (1) Approve the acceptance of £2,625,000 of Highway Maintenance Funding for 2018/19, awarded by the Liverpool City Region Combined Authority at its meeting of 2 February 2018;
- (2) Approve the proposed allocation of the Highway Maintenance Funding 2018/19 between Bridges and Roads/Footways;
- (3) Approve the detailed Highway Structural Maintenance Programme for 2018/19 outlined in the Appendix 1;
- (4) Authorise the Strategic Commissioner for Environment in conjunction with the Cabinet Portfolio Holder to be able to make necessary adjustments to the programme should the need arise due to financial, asset condition or other factors.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 Allocations for capital highway maintenance funding are now made from the transport fund element of the Liverpool City Region (LCR) Combined Authority's Single Investment Fund (SIF).
- 1.2 The investment in the maintenance of the highway network will enable the Council to comply with its statutory duty to maintain the highway. The establishment of a prioritised programme allows both transparency that the Council is addressing those highway elements in greatest need of maintenance and proper management of the allocated finances, and to permit co-ordination of roadworks with the utilities' programmes of work.
- 1.3 Winter salting and freeze/thaw action has a detrimental effect on the condition of highway surfaces, allowing further degradation due to the ingress of water, and asset condition priorities may change as a consequence of the current winter's weather.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 None. The programme is based on meeting the highest priority needs within the funding available against the condition and assessment criteria.

3.0 BACKGROUND INFORMATION

- 3.1 The highway network and other transport infrastructure assets together represent by far the largest capital asset the Council holds, and the value of replacing those assets is estimated to be £2.48 billion. The highway network for which Wirral Council is responsible comprises approximately 1,200 kilometres of road.

3.2 Single Investment Fund - Highway Maintenance Allocation 2018/19

All £26.5 million of LCR transport funds now form part of the Single Investment Fund (SIF) which is governed by an Assurance Framework. In 2016/17 it was agreed that this funding would be allocated to districts formulaically without the need for further prioritisation.

At the meeting of the Combined Authority on 2nd February 2017 it was further agreed that this approach would be generally retained, however with the additional establishment of an allocation of funding specifically for the LCR Key Route Network, which is the agreed network of strategic roads across the City Region. As such £3 million of funding has been allocated to support interventions on the Key Route Network. These interventions will be identified based on the outputs of a LCR-wide Carriageway Asset Management Plan and will be the subject of a separate report to the Combined Authority later this year.

Following the allocation of the Key Route Network allocation the remainder of the Capital Maintenance funding has been distributed to the Authorities' using the

formulaic basis as per previous years. As such Wirral has been allocated £2,625,000.

- 3.3 The £2,625,000 allocation for 2018/19 is intended for all highway infrastructure maintenance. An assessment of the priority structural needs of the bridges and roads/footways elements of the network has been undertaken and the funding has been allocated accordingly. Funding for Street Lighting will be subject to a separate report.
- 3.4 Accordingly, Cabinet is now recommended to approve the following allocation of the Highway Maintenance block for 2018/19 as per Table 1 below.

		2018/19 Proposed allocation
Bridges	Stanley Wood Footbridge, Storeton & Brimstage Road Retaining Wall, other minor bridges capital works as identified	£150,000
Roads and Footways	See Appendix 1	£2,475,000
	Total	£2,625,000

Table 1: Allocation of the Highway Maintenance Capital Programme 2018/19

- 3.5 There is no formal agreement from the Combined Authority beyond 2018/19 financial year as to how these funds are allocated.
- 3.6 Network Condition and Assessment Criteria

In order to fulfil its duty to maintain the highway, it is necessary to consider how the Council will prioritise the maintenance schemes to be undertaken and what treatment the prioritised schemes should comprise in order to repair and prevent further deterioration of those lengths of road and footway. The following criteria are used in carrying out this analysis:

- (i) In accordance with national best practice the Council undertakes surveys of the highway network in order to determine the condition of the carriageways.
- (ii) Areas of constant repairs; mainly due to vehicle over-ride; are highlighted in the Highway Inspectors' safety inspections.

(iii) Particular roads brought to the Council’s attention, as warranting significant repair, by Constituency Committees, Ward Councillors, the public and Streetscene officers.

(iv) Feedback from the Council’s Term Maintenance Contractor regarding the suitability of different repair solutions depending on the existing road condition and use.

3.7 All Ward Councillors were given the opportunity to contribute to the proposed Structural Maintenance Programme for roads and footways and submit lists of roads they considered to be local priorities for significant repair. The programme of schemes is set out in the Appendix and Ward Councillor priorities are denoted on those schemes with a “C”.

3.8 From the surveys undertaken, the existing condition of the highway network is reported through a small number of former National Indicators (NI). Choices relating to structural repairs to carriageway surfacing is dependent on a number of factors including cost, traffic flows and type and the condition of the underlying road and foundation. Certain routes require more expensive and durable surfacing whereas in other cases the priority, particularly on relatively lowly trafficked routes, is to prevent further deterioration of the road surface by sealing against ingress of water, whilst restoring skid resistance.

3.9 The road condition network is shown on Table 2 and details the last six years. All the recorded measurements indicate the percentage of the network that requires immediate maintenance for each classification of road. The condition of the Principal and Non-Principal Classified roads are key measures in the achievement of the *Connecting Wirral* Transport Strategy.

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Principal Roads	1%	1%	1%	2%	1%	1%
Non-Principal Classified Roads	2%	1%	2%	2%	1%	1%
Unclassified Roads	5%	5%	5%	5%	6%	6%

Table 2: Condition Data – percentage of the network that requires immediate maintenance

3.10 Proposed Structural Maintenance Programme for 2018/19

The proposed Structural Maintenance Programme for roads and footways for 2018/19 is set out in the attached **Appendix 1** and has been prepared taking into account the funding described in Section 3.3 and the priorities assessed from the

criteria described in Section 3.6. All of the schemes in the programme have been identified from the surveys as requiring maintenance intervention now.

In line with Wirral's 2020 Plan and the Connecting Wirral Strategy in order to ensure our networks are safe and that we support healthy active travel, consideration will be given to developing a risk based programme of footway works for 2018/19 to improve accessibility and reduce trip hazards, often caused by tree roots. The focus will be on reconstructing selected areas of footways with high pedestrian movements (for example, outside schools, shops, doctor's surgeries and health centres) to maximise value for money and ensure a continuous improvement to a safe highway to enable residents to access local facilities and opportunities.

Cabinet should note that the list of schemes shown in the priority listing is greater than the proposed funding. This is to allow certainty of priority yet flexibility to extend/alter the proposed schemes to be delivered in the event that, for example, there are clashes with major utility activities, severe winter damage to certain roads, some scheme requirements/extent/costs are reduced or less costly treatment is selected when the schemes are prepared in detail.

3.11 Valuing the Benefits of Highways Maintenance

The Department for Transport (DfT) has published a model to value the benefits of maintenance that can be used by local highway authorities making decisions on maintenance funding; allowing local highway authorities to assess the economic cost and benefits of their proposed asset management strategies and compare between different options.

Whilst detailed modelling has yet to be carried out for Wirral's proposals, the DfT cite that compared with continued use of a current budget, a scenario of a temporarily increased budget provides a benefit in terms of reduced user costs of £2.70 (discounted) for each extra £1 spent on direct works costs. This helps to negate the impact of past years' revenue cuts. Similarly, reducing the budget for years resulted in a reduction in benefits of £2.90 for every £1 saved in direct costs.

4.0 FINANCIAL IMPLICATIONS

4.1 Schemes identified in the programme will be funded from the Combined Authority's Single Investment Funding allocation and the Council's Capital Programme Bids, as set out in Section 3 above.

5.0 LEGAL

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.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 STAFFING: Existing staff resources will be used for the detailed investigation, design and monitoring of these schemes. Maintenance activity will be carried out

through the Highway Services Contract or discrete contracts as appropriate.

6.2 ICT: None.

6.3 ASSETS: Preventative maintenance to the highway assets will increase their residual life and asset value, and future spending will be targeted to maintain the carriageway and bridges condition indicators at their current level.

7.0 RELEVANT RISKS

7.1 The duty to maintain the highway is achieved in part through structural maintenance of carriageways, footways, bridges, highway structures and lighting and withdrawal or reduction of funding would mean that that duty would not be met to the same degree.

7.2 As with most highway authorities, the network is deteriorating, and without a structural maintenance programme to address the highest priority routes, then the network will deteriorate further, the asset value will decrease and the cost of carrying much greater maintenance at a later date will be disproportionately higher.

7.3 Withdrawal of funding would lead to the deterioration of the network. This would have an adverse effect on the amount of substantiated claims received by the authority for slips, trips and falls together with road traffic accidents.

7.4 There is no formal agreement from the Combined Authority beyond 2018/19 financial year as to how Highway Maintenance funds will be allocated.

7.5. Allocations to the Combined Authority post 2021 are subject to all LCR authorities improving their DfT Incentive Fund Self-Assessment to a Level 3 score. Currently Wirral Council are at Level 1 but as per the Connecting Wirral Transport Strategy, are working to achieve Level 2 by the end of March 2018. Further work to achieve Level 3 has then been programmed to be undertaken in the following 18 months.

8.0 ENGAGEMENT / CONSULTATION

8.1 Local Ward Councillors have been consulted as described in Section 3.7.

8.2 Prior to the end of the Term Contract, the Council's Highway Services Contractor will be consulted on the solutions proposed to address maintenance needs and the timing of specific programmes of work.

9.0 EQUALITY IMPLICATIONS

9.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?

(a) Yes and impact review is attached – *(insert appropriate hyperlink)*.

REPORT AUTHOR: Linda Summers
Principal Engineer
Commissioning Support Unit, Strategic Hub
telephone: (0151) 606 2267
email: lindasummers@wirral.gov.uk

APPENDICES

Appendix 1 – Proposed Highway Structural Maintenance Programme 2018/19

REFERENCE MATERIAL

United Kingdom Pavement Management Systems (UKPMS) Survey Condition Data held by the report author.

Single Data List Items (Former National Indicators N.I.168, N.I.169 and former BVPI 224b.) held by the report author.

DfT Guidance on the benefits of highway maintenance:

<https://www.gov.uk/government/publications/local-highways-maintenance-economic-costs-and-benefits-tool>

http://liverpoolcityregion-ca.gov.uk/uploadedfiles/meetings/LCRCA_Agenda_020218.pdf

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet – Highway Maintenance Funding and Structural Maintenance Programme 2016/17	27 February 2017
Cabinet – Highway Maintenance Funding and Structural Maintenance Programme 2016/17	7 March 2016
Council – Budget	3 March 2016
Cabinet – Capital Programme and Financing 2016/19	22 February 2016

Council – Budget	24 February 2015
Cabinet - Highway Maintenance Funding and Structural Maintenance Programme 2015/16	10 February 2015
Cabinet – Capital Programme and Financing 2015/18	10 February 2015

SUBJECT HISTORY (last 3 years)

Briefings	Date
Cabinet Member Briefing – Revision to Structural Maintenance Programme 2015/16	19 October 2015

This page is intentionally left blank

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
BANKS ROAD	NORTH ROAD TO SOUTH ROAD EAST CARRIAGEWAY	WEST KIRBY & THURSTASTON / HOYLAK & MEOLS		£46,693	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WIRRAL WEST	HOT ROLLED ASPHALT
KELVIN ROAD	WHEATLAND LANE TO BIRKENHEAD ROAD	SEACOMBE		£84,058	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WALLASEY	HOT ROLLED ASPHALT
KINGS LANE / OLD CHESTER ROAD	JUNCTION	ROCK FERRY / BROMBOROUGH		£75,949	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	BIRKENHEAD	HOT ROLLED ASPHALT
MONTGOMERY HILL	APPROACH TO ROUNDABOUT	WEST KIRBY & THURSTASTON		£52,311	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WIRRAL WEST	HOT ROLLED ASPHALT
WALLASEY BRIDGE ROAD	BEAUFORT ROAD TO BRIDGE DECK	BIDSTON & ST JAMES		£93,095	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	BIRKENHEAD	HOT ROLLED ASPHALT
GROVE ROAD	DEAN AVENUE TO CONISTON AVENUE	WALLASEY	C	£92,856	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WALLASEY	HOT ROLLED ASPHALT
LISCARD VILLAGE	RAKE LANE TO LISCARD CRESENT	LISCARD		£40,333	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WALLASEY	HOT ROLLED ASPHALT
CHURCH ROAD	TUDOR AVENUE TO STANTON ROAD	CLATTERBRIDGE		£73,379	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WIRRAL SOUTH	HOT ROLLED ASPHALT
POULTON ROAD	ILLCHESTER ROAD TO HALVILLE ROAD	SEACOMBE		£100,356	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WALLASEY	HOT ROLLED ASPHALT
WOODCHURCH ROAD	490 WOODCHURCH ROAD TO CARLAW ROAD	OXTON / PRENTON		£151,872	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WIRRAL WEST	HOT ROLLED ASPHALT
NEW CHESTER ROAD / GREEN LANE RAB	ROUNDABOUT	BIRKENHEAD & TRANMERE		£119,913	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	BIRKENHEAD	HOT ROLLED ASPHALT

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
SPITAL ROAD	SELECTED	BROMBOROUGH		£159,663	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WIRRAL SOUTH	HOT ROLLED ASPHALT
IRBY ROAD	SELECTED	HESWALL / PENSBY & THINGWALL	C	£166,314	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WIRRAL SOUTH	HOT ROLLED ASPHALT
THE MOUNT	SELECTED	HESWALL		£29,283	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WIRRAL SOUTH	HOT ROLLED ASPHALT
KINGS PARADE	RAB JUNCTION WITH COASTAL DRIVE	WALLASEY		£67,310	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WALLASEY	HOT ROLLED ASPHALT
GREENWAY ROAD	DIAL ROAD TO MALLORY ROAD	PRENTON / BIRKENHEAD & TRANMERE		£52,921	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	BIRKENHEAD	HOT ROLLED ASPHALT
WALLASEY BRIDGE ROAD	POULTON BRIDGE ROAD RAB TO BRIDGE DECK	BIDSTON & ST JAMES		£97,706	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	BIRKENHEAD	HOT ROLLED ASPHALT
TOWN LINK VIADUCT	ALL	BIRKENHEAD & TRANMERE		£103,350	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	BIRKENHEAD	HOT ROLLED ASPHALT
HOYLAKE ROAD	SUSAN GROVE TO ELY ROAD	MORETON WEST & SAUGHALL MASSIE		£102,582	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WALLASEY	HOT ROLLED ASPHALT
KING STREET	SELECTED	LISCARD		£132,738	COMBINED AUTHORITY ALLOCATION	RESURFACE CARRIAGEWAY	WALLASEY	HOT ROLLED ASPHALT
HOSE SIDE ROAD	SELECTED	WALLASEY	C	£20,000	COMBINED AUTHORITY ALLOCATION	STRUCTURAL REPAIRS	WALLASEY	STRUCTURAL REPAIRS
RAKE LANE	GRANGE AVENUE TO MOUNT PLEASANT ROAD	NEW BRIGHTON		£49,656	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	SURFACE DRESSING

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
DOCK ROAD	HICKMANS ROAD TO GORSEY LANE	SEACOMBE		£29,912	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	SURFACE DRESSING
CHESTER ROAD	TELEGRAPH ROAD TO BOATHOUSE LANE	HESWALL		£93,136	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	SURFACE DRESSING
BARNSTON ROAD	TELEGRAPH ROAD TO STORETON LANE	HESWALL / PENSBY & THINGWALL		£171,512	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	SURFACE DRESSING
BEAUFORT ROAD / CORPORATION ROAD	WALLASEY BRIDGE ROAD TO CAVENDISH STREET	BIDSTON & ST JAMES		£124,280	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	SURFACE DRESSING
MILL HILL ROAD	HEATHBANK AVENUE TO HILL BARK ROAD	GREASBY, FRANKBY & IRBY	C	£56,592	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	SURFACE DRESSING
ARROWE BROOK LANE	MILL LANE TO ARROWE BROOK ROAD	GREASBY, FRANKBY & IRBY		£75,256	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	SURFACE DRESSING
POOL LANE/ OLD COURT HOUSE ROAD	NEW CHESTER ROAD TO DOCK ROAD SOUTH	BROMBOROUGH		£37,064	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	SURFACE DRESSING
WILLASTON ROAD	WILLOW LANE TO WIRRAL BOUNDARY	CLATTERBRIDGE		£47,832	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	SURFACE DRESSING
MOUNT ROAD	RED HILL ROAD TO BRACKENWOOD ROAD	BEBINGTON		£74,880	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	SURFACE DRESSING
BRACKENWOOD ROAD	PETER PRICES LANE TO MOUNT ROAD	BEBINGTON		£20,704	CAPITAL MAINTENANCE ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	SURFACE DRESSING

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
VILLAGE ROAD	SELECTED	WEST KIRBY & THURSTASTON		£41,264	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	DRESS AND LOCKCHIP
CLEVELAND STREET	DUKE STREET TO ARGYLE STREET	BIRKENHEAD & TRANMERE		£104,000	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	SURFACE DRESSING
THERMAL ROAD	DOCK ROAD SOUTH TO RIVERBANK ROAD	BROMBOROUGH		£29,960	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	SURFACE DRESSING
POULTON HALL ROAD	ALL	CLATTERBRIDGE	C	£7,392	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	RETREAD
BANFF AVENUE	ALL	CLATTERBRIDGE		£5,005	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
REDSTONE CLOSE	ALL	HOYLAKES & MEOLS		£4,858	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
BURNSIDE ROAD	ALL	SEACOMBE		£2,898	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
HANOVER CLOSE	ALL	CLAUGHTON		£8,183	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
MORLEY ROAD	ALL	SEACOMBE		£3,556	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
BIRCH ROAD	ALL	CLATTERBRIDGE	C	£9,835	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
HIGHFIELD SOUTH	OLD SCHOOL ENTRANCE TO BANK DENE	ROCK FERRY	C	£6,517	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
LEASOWE AVENUE	ALL	WALLASEY	C	£2,912	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
THE LYDIATE	ALL	HESWALL		£5,467	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
WOODBURN BOULEVARD	ALL	BEBINGTON		£13,909	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
PENSBY ROAD SERVICE ROAD	CORNELIUS DRIVE TO PENSBY PUB (423 PENSBY ROAD)	PENSBY & THINGWALL		£5,838	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
QUARRY ROAD EAST	ALL	HESWALL		£24,521	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
STONEHILL AVENUE	ALL	BEBINGTON		£11,438	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
BENTLEY ROAD	ALL	PENSBY & THINGWALL		£7,987	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
DELL CLOSE	ALL	CLATTERBRIDGE		£3,465	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
ETHELBERT ROAD	ALL	HOYLAKE & MEOLS		£4,900	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
HILBRE STREET	ALL	BIDSTON & ST JAMES		£7,700	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
KNOWSLEY ROAD	ALL	ROCK FERRY		£13,566	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
ORMISTON ROAD	ALL	NEW BRIGHTON		£6,412	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
WOODHEY ROAD	ALL	BEBINGTON		£9,660	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
BRIAN AVENUE	ALL	PENSBY & THINGWALL		£1,967	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
EASTHAM RAKE	SELECTED (NEAR EASTHAM RAKE TRAIN STATION)	EASTHAM	C	£6,160	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
GROVELAND ROAD	ALL	WALLASEY		£18,697	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
HARCOURT AVENUE	FROM JUNCTION WITH FLORENCE ROAD	SEACOMBE		£4,347	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
BURNSIDE AVENUE	ALL	SEACOMBE		£1,344	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
DAVENPORT ROAD	ALL	HESWALL		£18,935	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
OLD CHESTER ROAD	SERVICE ROAD OFF HIGHFIELD SOUTH	BEBINGTON	C	£7,000	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
CENTRAL AVENUE	ALL	BROMBOROUGH		£6,762	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
LUDLOW GROVE	ALL	BROMBOROUGH		£6,335	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
CLIFTON GROVE	ALL	LISCARD	C	£3,528	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
DELAMERE GROVE	ALL	SEACOMBE		£1,568	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
MOSSLANDS DRIVE	SELECTED	WALLASEY / LISCARD		£60,445	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT SURFACE DRESS??
FAIRFIELD ROAD	ALL	ROCK FERRY		£6,503	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
HAZEL ROAD	ALL	HOYLAK & MEOLS		£3,423	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
MERLIN AVENUE	KINGFISHER WAY TO HOUSE 24 MERLIN WAY	MORETON WEST & SAUGHALL MASSIE		£5,432	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
STANLEY AVENUE	ALL	WALLASEY		£12,663	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
THE SPINNEY	ALL	CLATTERBRIDGE		£5,292	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
CHESTER STREET	ALL	SEACOMBE		£1,589	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
DELAVOR ROAD	ALL	HESWALL		£8,785	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
POLL HILL ROAD	SELECTED	HESWALL		£2,800	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
SPITAL HEYES	ALL	CLATTERBRIDGE		£3,325	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
CLIFTON ROAD	ALL	BIRKENHEAD & TRANMERE		£19,033	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
HADDON DRIVE	ALL	PENSBY & THINGWALL		£36,309	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
LYNDALE AVENUE	SELECTED	EASTHAM	C	£13,664	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
KNOWSLEY CLOSE	ALL	ROCK FERRY		£2,205	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
CHRISTOPHER DRIVE	ALL	EASTHAM		£2,814	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
CORNICHE ROAD	NEW CHESTER ROAD TO POOL BANK ROAD	BROMBOROUGH		£7,462	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
TOWN LANE	SELECTED	BEBINGTON		£42,000	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
CHAPEL ROAD	ALL	HOYLAK & MEOLS		£8,736	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
POPLAR TERRACE	ALL	NEW BRIGHTON		£721	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
ROSEBERY AVENUE	ALL	LISCARD		£7,686	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
KENWYN ROAD	ALL	LISCARD	C	£8,456	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
WEST ROAD	WEST WAY TO NOCTORUM ROAD	CLAUGHTON		£8,736	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
FAIRWAY SOUTH	16 FAIRWAY SOUTH TO 76 FAIRWAY SOUTH	BROMBOROUGH	C	£8,400	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
KINGSWAY	ALL	WALLASEY	C	£21,616	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
WESTWAY	WEST ROAD TO NOCTORUM AVENUE	CLAUGHTON		£17,829	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
JAMES STREET	ALL	OXTON		£5,208	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
ROCKVILLE STREET	ALL	ROCK FERRY		£7,476	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
BIRCH ROAD	ALL	OXTON	C	£13,755	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
HIGHFIELD CRESCENT	ALL	ROCK FERRY		£12,565	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
STUART ROAD	ALL	PRENTON		£7,931	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
VAUGHAN ROAD	ALL	NEW BRIGHTON	C	£27,769	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
MOSSLEY AVENUE	ALL	EASTHAM	C	£5,852	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
BASKERVYLE ROAD	ALL	HESWALL		£29,603	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
DOES MEADOW ROAD	ALL	CLATTERBRIDGE		£10,080	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
BUCKINGHAM AVENUE	ALL	CLAUGHTON		£5,663	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
SLINGSBY DRIVE	ALL	UPTON		£21,798	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
CHEPSTOW AVENUE	ALL	LISCARD		£4,851	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
MERE FARM ROAD	WOODBANK PARK TO NOCTORUM LANE	OXTON		£2,016	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
NORWOOD ROAD	ALL	SEACOMBE		£28,945	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
BRITANNIA ROAD	ALL	LISCARD		£5,691	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
LAUREL ROAD	ALL	BIRKENHEAD & TRANMERE		£5,565	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
LYTTON AVENUE	ALL	ROCK FERRY		£2,191	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
RABY HALL ROAD	BRIDGE DECK ONLY	CLATTERBRIDGE		£3,500	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
QUARRY ROAD WEST	ALL	HESWALL		£7,210	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
CAVENDISH STREET	PRICE STREET TO PARK ROAD NORTH	BIRKENHEAD & TRANMERE		£21,910	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	MICRO ASPHALT
CURLEW AVENUE	ALL	MORETON WEST & SAUGHALL MASSIE		£5,110	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
HALSTEAD ROAD	ALL	SEACOMBE		£4,424	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
LOUGH GREEN	ALL	CLATTERBRIDGE	C	£2,352	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
NEW HALL LANE	ALL	HOYLAKES & MEOLS		£7,588	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
PENSBY ROAD SERVICE ROAD	OUTSIDE SHOPS BETWEEN FISHERS LANE AND RIDGEWOOD DRIVE	PENSBY & THINGWALL		£8,778	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	MICRO ASPHALT
POULTON HALL ROAD	ALL	SEACOMBE		£1,995	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
SANDFIELD TERRACE	ALL	NEW BRIGHTON		£560	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
THE PADDOCK	ALL	HESWALL		£7,343	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	MICRO ASPHALT
JASMINE CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE	C	£5,271	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	MICRO ASPHALT
HILBRE ROAD	ALL	WEST KIRBY & THURSTASTON		£12,756	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	DRESS AND LOCKCHIP
DOVEPOINT ROAD	ALL	HOYLAKES & MEOLS		£23,508	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	DRESS AND LOCKCHIP

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
SUSAN GROVE	ALL	MORETON WEST & SAUGHALL MASSIE		£6,432	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	DRESS AND LOCKCHIP
ASHBURTON ROAD	BIDSTON ROAD TO TOLLEMACHE ROAD	CLAUGHTON		£16,962	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	DRESS AND LOCKCHIP
VILLAGE ROAD	SELECTED	OXTON	C	£26,466	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	BIRKENHEAD	DRESS AND LOCKCHIP
BELFORD DRIVE	ALL	MORETON WEST & SAUGHALL MASSIE		£3,492	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	DRESS AND LOCKCHIP
RAKE HEY	ALL	MORETON WEST & SAUGHALL MASSIE		£7,488	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	DRESS AND LOCKCHIP
BERWICK CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE		£5,232	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	DRESS AND LOCKCHIP
OTTERBURN CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE		£1,842	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	DRESS AND LOCKCHIP
RAKE HEY CLOSE	ALL	MORETON WEST & SAUGHALL MASSIE		£3,492	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	DRESS AND LOCKCHIP
BROADWAY	ST GEORGE'S ROAD TO CLAREMOUNT ROAD	WALLASEY		£12,342	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	DRESS AND LOCKCHIP
ST GEORGE'S ROAD	GROVE ROAD TO BROADWAY	WALLASEY	C	£36,066	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	DRESS AND LOCKCHIP PLUS LARGE HRA SECTION OUTSIDE SCHOOL
VERNON AVENUE	ALL	SEACOMBE		£3,462	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	LOCKCHIP ONLY

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
OAKLEIGH GROVE	ALL	BEBINGTON		£3,477	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL SOUTH	LOCKCHIP ONLY
CORTSWAY	SELECTED	GREASBY, FRANKBY & IRBY	C	£3,500	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WIRRAL WEST	CONCRETE REPAIRS
DIGG LANE	TOWN MEADOW LANE TO FAIRFIELD CRESCENT	MORETON WEST & SAUGHALL MASSIE		£3,500	COMBINED AUTHORITY ALLOCATION	SURFACE TREATMENT TO BE DECIDED FOLLOWING CONSULTATION WITH TERM MAINTENANCE CONTRACTOR	WALLASEY	OVERBAND AND CONCRETE REPAIRS
BRAMWELL AVENUE	SELECTED	PRENTON	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	BIRKENHEAD	FOOTWAY WORKS
CHURCH STREET	SELECTED	SEACOMBE	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WALLASEY	FOOTWAY WORKS
CAVENDISH STREET	SELECTED	BIDSTON & ST JAMES		£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	BIRKENHEAD	FOOTWAY WORKS
ALLPORT LANE	SELECTED	BROMBOROUGH	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WIRRAL SOUTH	FOOTWAY WORKS
MORETON ROAD	SELECTED	UPTON	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WIRRAL WEST	FOOTWAY WORKS
LOVE LANE	SELECTED	LISCARD	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WALLASEY	FOOTWAY WORKS
PENSBY ROAD	SELECTED	PENSBY & THINGWALL	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WIRRAL WEST	FOOTWAY WORKS
GRAMMAR SCHOOL LANE	SELECTED	WEST KIRBY		£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WIRRAL WEST	FOOTWAY WORKS
THURSTASTON ROAD	SELECTED	HESWALL	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WIRRAL SOUTH	FOOTWAY WORKS
HIGHER BEBINGTON ROAD	SELECTED	BEBINGTON	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WIRRAL SOUTH	FOOTWAY WORKS

ROAD NAME	LIMITS	WARD	OTHER PRIORITIES	ESTIMATE	FUNDING	WORKS DESCRIPTION	CONSTITUENCY	TREATMENT
WOODCHURCH ROAD	420 WOODCHURCH ROAD TO 378 WOODCHURCH ROAD	PRENTON / OXTON	C	£30,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	BIRKENHEAD	FOOTWAY WORKS
KING STREET	SELECTED	LISCARD		£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WALLASEY	FOOTWAY WORKS
ALLPORT ROAD	SELECTED	EASTHAM	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WIRRAL SOUTH	FOOTWAY WORKS
KINGS LANE	SELECTED	BEBINGTON		£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WIRRAL SOUTH	FOOTWAY WORKS
LISCARD WAY	SELECTED	LISCARD		£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WALLASEY	FOOTWAY WORKS
POULTON ROAD	SELECTED	SEACOMBE	C	£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WALLASEY	FOOTWAY WORKS
PRENTON DELL ROAD	SELECTED	PRENTON		£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	BIRKENHEAD	FOOTWAY WORKS
TOWN LANE	SELECTED	BEBINGTON		£25,000	COMBINED AUTHORITY ALLOCATION	L/R & P/L KERBS AS REQUIRED. L/R FLAGS AS REQUIRED. CONSTRUCT/RECONSTRUCT FLEXIBLE FOOTWAY	WIRRAL SOUTH	FOOTWAY WORKS



**COUNCILLOR
STUART WHITTINGHAM**

CABINET
26 March 2018

TRANSPORT PLAN FOR GROWTH
2018-19

Councillor Stuart Whittingham, Cabinet Member for Highways and Transport, said:

“Working with our partners in the Liverpool City Region, we have been able to attract more than £1 million to Wirral to bring about a programme of road improvements throughout the borough, as part of our Transport Plan for Growth.

“This is great news for local residents – concrete, major investments into our highways to bring about real improvements.”

REPORT SUMMARY

On the 2nd February 2018, the Liverpool City Region Combined Authority awarded £1,150,000 of Integrated Transport Block funding to Wirral Council, to support the delivery of the Liverpool City Region Transport Plan for Growth during 2018/19. This report seeks Cabinet approval to accept the £1,150,000 and allocate it to priorities and projects as outlined in the report.

Wirral’s Transport Plan for Growth supports the Wirral Plan 2020 pledge to provide Transport and Technology Infrastructure fit for the future by ensuring that Wirral has safe, affordable, well maintained and efficient transport networks for residents to access community services, leisure facilities and commute to work.

This is a Key Decision and affects all Wards within the Borough.

RECOMMENDATIONS

Cabinet is requested to:

- 1) Approve the acceptance of £1,150,000 of Integrated Transport Block funding allocated to Wirral Council by Liverpool City Region Combined Authority to support the delivery of the Transport Plan for Growth Programme;
- 2) Approve the proposed programme for this funding as set out in Appendix 1;
- 3) Delegate authority to the Strategic Commissioner for Environment, in conjunction with the Cabinet Member for Highways and Transport, to make necessary adjustments to the priorities within the programme should the need arise due to financial or other factors.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To ensure that the transport capital programme (Integrated Transport Block) reflects the Wirral Plan and the Transport Plan For Growth short-term implementation priorities, and has the flexibility to ensure delivery of the most effective schemes within the financial year.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 None. The proposed programmes and projects identified within this report enable the Council to comply with its Statutory Duties 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 and address the priorities of the Liverpool City Region Transport Plan for Growth, and the Council's Wirral Plan pledge to ensure that Wirral has safe, affordable, well maintained and efficient transport networks for residents to access community services, enjoy our leisure facilities and commute to work.

3.0 TRANSPORT PLAN FOR GROWTH

- 3.1 The Liverpool City Region Transport Plan for Growth was endorsed by the Merseytravel Committee on the 12 February 2015 and approved by the Combined Authority on the 6th March 2015.
- 3.2 The Government has empowered authorities such as the Combined Authority to deliver sustainable growth. Transport policy is a key part of this and the Transport Plan for Growth is fundamental to the regeneration of the Liverpool City Region. It provides a platform for building on previous programmes of transport schemes and initiatives and ensures that the Local Transport Plans (LTP) remain relevant and up to date, focussing on the national agenda for growth, and facilitates a joint commitment amongst City Region partners to align resources in an effective and efficient way. All core Department for Transport (DfT) funds such as the Integrated Transport Block are to be allocated to deliver the priorities of the Liverpool City Region Combined Authority.
- 3.3 On 2nd February 2018, the Combined Authority approved the allocation available for 2018/19 for each district, which included £1,150,000 Integrated Transport Block for Wirral.
- 3.4 The Transport Plan for Growth builds on the vision and aims set out in the Merseyside and Halton LTPs. Both LTPs support the 2011 White Paper "Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen" which sets out the Government's commitment to providing a transport system that supports economic growth whilst also addressing air quality and carbon reduction.
- 3.5 The Transport Plan for Growth is the key policy framework for future transport provision and consolidates Merseyside and Halton LTPs to provide a "strategic direction for transport which supports growth, regeneration and carbon reduction". The Plan articulates how transport in the Liverpool City Region will support wider strategic

priorities in relation to health, housing, land use planning and economic development. Three priorities for transport have been defined:

- Growth;
- Low Carbon; and
- Access to Opportunity.

The Transport Plan for Growth is clearly aligned with the Growth Plan and other strategic plans guiding the Liverpool City Region and it is integral to, and supportive of, the City Region-wide work being undertaken in terms of housing and planning, employment and skills, economic development and the visitor economy.

The Transport Plan for Growth demonstrates how transport supports the wider strategic priorities of the City Region in terms of:

- Freight and Logistics;
- Housing and Land-use planning;
- Economic Development and Regeneration;
- Employment and Skills;
- Health and Wellbeing;
- Carbon Reduction and Air Quality;
- Connecting Communities; and
- Visitor Economy.

Key priorities within the Transport Plan for Growth aim to deliver the following outputs/outcomes:

Table 1:

Priorities	Output	Outcomes
Growth	Supporting Freight and Logistics	Strengthening the City Regions competitiveness, support SuperPORT and access to the Port, reduce the impact of freight movement on local communities, promote the use of rail and make a major contribution to skills and employment opportunities.
	Maintaining and efficient and reliable highway network	Ensuring the network allows for the efficient and safe movement of people and goods, provides a safer environment for cycling & walking, and maintenance of existing assets central to achieving this.
	Closer integration with other sector strategies and plans	Provide a robust planning framework linking transport and future developments such as housing, tourism and infrastructure development in ways that can encourage the right level of investment, reduce long distance travel, improve accessibility and provide a framework for future funding.
Low Carbon	Lowering transport emissions	Reduce carbon emissions, improve air quality and improve health and provide a stimulus to the creation of new technologies in support of

		the City Region low carbon priorities.
	Delivering active travel	Improve and expanded facilities to encourage cycling and walking makes a significant contribution towards health and wellbeing, and to facilitate an efficient and healthy transport network.
Access to Opportunity	Improving Public Transport	To introduce further Bus Quality partnership schemes on key routes and continued investment on the rail network. This is to manage costly and inefficient congestion on the highway network. It will have a direct impact in disadvantaged areas, creating greater opportunities to travel, access employment and encourage a switch away from the private car, and foster wellbeing.
	Improve access to key employers and services	Supporting people who live in our most disadvantaged communities to access training and employment opportunities and other services that impact on their quality of life.
	Improving road safety	Introduce measures to encourage carbon reduction, promote sustainable transport and reduce the number and severity of road casualties.

The Liverpool City Region Transport Plan for Growth will be delivered using funds from several sources including Highways Maintenance Funding, the Combined Authority's transport levy, the Local Growth Fund, European Funding and the Integrated Transport Block.

4.0 WIRRAL'S TRANSPORT PLAN FOR GROWTH PROGRAMME

4.1 Overview

Each of the Liverpool City Region partner authorities have developed their own Capital Programme which, when combined, form a Liverpool City Region-wide Implementation Plan. The programme also supports the Wirral Plan 2020 pledge to provide 'Transport and Technology Infrastructure Fit for the Future' and the Connecting Wirral Transport Strategy to 'ensure that Wirral has safe, affordable, well maintained and efficient transport networks for residents to access community services, enjoy our leisure facilities and commute to work'.

Appendix 1 presents the proposed Transport Plan for Growth delivery programme of £1,150,000. Wirral's Transport Plan for Growth programme has been formulated to reflect the key Transport Plan for Growth priorities and support the delivery of the outcomes set out in Table 1.

4.2 Growth

Road Safety initiatives have a major impact in reducing the number and severity of casualties on Wirral's roads and, thereby making a contribution to tackling the negative impacts on the local economy and supporting the Council's Growth Plan.

Such schemes and programmes address the obligations required as part of the Council's Statutory Duties (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) and are proven with evidential information (e.g. DfT Road Safety Research Report no.108 'contribution of Local Safety Schemes to Casualty Reduction') to reduce road accident casualties.

A number of proposed schemes and projects identified as having a direct impact on 'driving growth & improving road safety' will also by their very nature exhibit cross-benefits with other priority headings such as 'enabling access to opportunity' or 'supporting a low carbon environment'.

4.3 Enabling Access to Opportunity

Schemes have been developed that will encourage walking and cycling where it is safe and attractive to do so, thereby promoting a carbon friendly, sustainable and healthy alternative mode of transport supporting the Council's priority to 'drive growth' and to 'enable access to opportunity'. These schemes are also designed to complement the terms of reference adopted by the Wirral Active Travel Forum that advocate and promote safe, accessible and usable facilities and routes across the borough, making walking and cycling more attractive and accessible to residents, visitors, employees and businesses. This investment in infrastructure and safety for cyclists and pedestrians will also contribute to reducing the number and severity of casualties on the road network.

A programme of improvements will also continue to be identified, prioritised and implemented to support the delivery of the Liverpool City Region Rights of Way Improvement Plan (2018-2028).

Opportunities to draw on external funding in this area to complement the ITB programme will also be explored. Such schemes by their very nature help to promote a healthy lifestyle and contribute to a reduction in Wirral's carbon footprint. Should any such funding application be successful, the Strategic Commissioner for Environment, in conjunction with the Cabinet Member for Highways and Transport, shall be given delegated authority to identify suitable additional, enhanced or replacement schemes.

4.4 Supporting a Low Carbon Environment

A number of schemes and projects within the programme directly support the priority of a 'Low Carbon' Environment', in particular through the investment of infrastructure and improvement of facilities for cyclists and pedestrians. Other schemes and projects may include the implementation of the 'next generation' technology to improve information systems and help maintain free-flowing networks, increase journey opportunities and integrate a wide range of transport uses such as the replacement of existing obsolete or ageing technology and the upgrading of pedestrian facilities. Similarly, the provision of CCTV for traffic monitoring purposes along with other intelligent telematic systems on the highway linked to the Council's Urban Traffic Control Centre, are designed to improve traffic network management.

In order to continue to support sustainable travel, funding has also been allocated to implement measures to encourage active travel and reduce single occupancy car trips.

4.5 Development Work

Detailed 'Development Work' will continue to be undertaken aimed at meeting the constantly evolving range of demands linked to Transport Plan for Growth delivery. This budget allocation allows for the development work to support delivery of future programmes.

5.0 FINANCIAL IMPLICATIONS

5.1 All schemes are funded from the Combined Authority allocation for Integrated Transport Block (ITB) funding for 2018/19 totalling £1,150,000 and will be added to the Council's Capital Programme for 2018/19.

6.0 LEGAL

6.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004.

7.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

7.1 All schemes are funded from the Combined Authority allocation for Integrated Transport Block (ITB) funding for 2018/19 and will be added to the Council's Capital Programme for 2018/19. Existing staff resources will be used for the detailed investigation, design and supervision of these schemes, supplemented by external support where required. Future revenue maintenance costs will be met from the Highway Maintenance Revenue Budget.

8.0 RELEVANT RISKS

8.1 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, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act 2000 and the Traffic Management Act 2004.

8.2 Failure to undertake the identified programme of works would also result in a failure to support to deliver the priorities of the Liverpool City Region Transport Plan for Growth and the Council's pledge to ensure that Wirral has Transport and Technology Infrastructure Fit for the Future.

8.3 The list of schemes identified has been prepared with initial estimates, however it should be noted that final schemes will be subject to the costing of detailed designs and statutory undertakers' works and further detailed investigations will be required prior to any final scheme being designed. Some of these schemes may also be subject to the requirement of a Traffic Regulation Order(s), and delivery may be dependent on resolving objections to proposals during consultation.

8.4 Should any of the schemes identified be found to not be viable upon further detailed investigation, or be completed for less than the indicative cost, it is recommended that the Strategic Commissioner for Environment, in conjunction with the Cabinet Member for Highways and Transport shall be given delegated authority to identify suitable additional or replacement schemes.

9.0 ENGAGEMENT / CONSULTATION

9.1 Detailed scheme proposals will be subject to further Public and Ward Councillor consultation as appropriate and engagement with other interested bodies (Merseytravel, Active Travel Forum etc.).

10.0 EQUALITY IMPLICATIONS

10.1 As part of the development of LTP3, a comprehensive Integrated Assessment (IA) was carried out in accordance with Government LTP Guidance. The IA included a number of 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 Transport Plan for Growth strategy includes measures to assist the transport needs of all sections of the community.

REPORT AUTHOR: **Julie Barnes**
Lead Commissioner – Transport and Technology
telephone: (0151) 606 2365
email: juliebarnes@wirral.gov.uk

APPENDICES

Appendix 1:

2018/19 Transport Plan for Growth (Integrated Transport Block) Proposed Programme

REFERENCE MATERIAL

Liverpool City Region Combined Authority - 'A Transport Plan for Growth':

<https://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>

DFT Road Safety Research Report no.108 'Contribution of Local Safety Schemes to Casualty Reduction':

<http://webarchive.nationalarchives.gov.uk/http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme5/rsrr108findings.pdf>

Draft Rights of Ways Improvement Plan 2 for Merseyside 2018 - 2028:

<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Pages/Public-Rights-of-Way-Strategy.aspx>

LTP3 Integrated Assessment

<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/LTP3/Annexe%2014%20-%20Integrated%20Assessment.pdf>

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
CABINET Transport Plan for Growth Programme 2017/18	27th Feb 2017
CABINET Transport Plan for Growth Programme 2016/17	18th July 2016
CABINET (Local Transport Capital Funding & The Integrated Transport Block (ITB) Programme 2015/16)	20th July 2015

This page is intentionally left blank

2018/19 ITB - TRANSPORT PLAN FOR GROWTH CAPITAL PROGRAMME - PROPOSED PROJECTS

LOCATION	OUTCOMES	CONNECTING WIRRAL TRANSPORT STRATEGY PRIORITIES	SUPPORTING PRIORITIES	£
Improvements to existing asset / other technological advancements:	Conversion of obsolete Pelican crossings to 'Puffin' or 'Toucan' crossings at various locations, upgrade signal infrastructure supporting latest technological advances in communications and bus priority.	Keep traffic moving safely and efficiently	Growth, Access To Opportunity, Low Carbon	£350,000
Old Greasby Road / Arrowe Park Road, Upton ward	Improved Pedestrian facilities at signalised junction (diagonal crossings)	Keep traffic moving safely and efficiently, Encourage Healthy Active Travel	Growth, Access To Opportunity, Low Carbon	£180,000
Bedford Road / Old Chester Road, Rock Ferry: Rock Ferry ward	Improved Pedestrian facilities at signalised junction (diagonal crossing arrangement)	Keep traffic moving safely and efficiently, Encourage Healthy Active Travel	Growth, Access To Opportunity, Low Carbon	£100,000
Old Chester Rd, Rock Ferry: Rock Ferry ward	Puffin Crossing and dropped kerbs route action	Keep traffic moving safely and efficiently, Encourage Healthy Active Travel	Growth, Access To Opportunity, Low Carbon	£80,000
Greendale Road, Port Sunlight: Bebington and Bromborough wards	Junction improvement / improved pedestrian crossing facilities	Keep traffic moving safely and efficiently, Reliable and Affordable Public Transport, Encourage Healthy Active Travel	Growth, Access To Opportunity, Low Carbon	£70,000
Various Ward(s)	Access improvements for pedestrians including a programme of dropped kerbs	Keep traffic moving safely and efficiently, Encourage Healthy Active Travel	Growth, Access To Opportunity, Low Carbon	£100,000
Public Rights Of Way:	Various low-cost measures to improve Wirral's Footpaths, Bridleways & 'Byways Open to All Traffic'	Encourage Healthy Active Travel	Growth, Access To Opportunity, Low Carbon	£80,000
Various Locations:	Various low-cost measures to support sustainable transport	Keep traffic moving safely and efficiently, Encourage Healthy Active Travel	Growth, Access To Opportunity, Low Carbon	£60,000

Advance Design	Advance development and design of potential 2019/20 ITB scheme programme(s) following completion and issue of 18/19 ITB programme	Keep traffic moving safely and efficiently, Reliable and Affordable Public Transport, Encourage Healthy Active Travel	Growth, Access To Opportunity, Low Carbon	£130,000
			TOTAL:	£1,150,000



**COUNCILLOR
CHRISTINE JONES**

CABINET

26 March 2018

FEE SETTING FOR 2018/19

Councillor Christine Jones said:

“Making sure our residents can get access to the highest quality nursing and residential care is incredibly important. Even during a time of such prolonged national austerity, we cannot and will not compromise on quality.

“In Wirral, we work hand in hand with local businesses and the Care Quality Commission to make sure our residents are supported and have a good of high quality care when they need it.

“I am proud that after extensive consultation with care providers across the borough, we are proposing an investment of almost £3 million this year. This money will be used to support care providers, further improve the quality of services residents can receive and support our most vulnerable people.”

REPORT SUMMARY

- To report the outcome of consultation with care providers with regard to the proposed 2018-19 fee rates for services provided for Adults and Older People in Wirral.
- To summarise local requirements to deliver a good quality responsive and sustainable care market, that reflects resident’s expectations.

- Proposals have been made in the context of continuing significant financial pressures in relation to care costs for both providers and for the council, whilst giving due regard to local market pressures and the actual cost of care.
- The consultation has covered services provided on behalf of Wirral Adult Social Care and Wirral CCG as part of its joint commissioning arrangements for Wirral-wide service provision across Wirral.
- The report covers all sectors: Residential and nursing (including Transfer to Assess and specialist services), domiciliary care (including extra care housing support), supported living, shared lives, reablement and mobile night services.
- The following pledges are linked to (and supported by) the recommended increases:
 - Older People Live Well
 - People with disabilities live independently
 - Young People are ready for work and adulthood
 - Wirral is a place where employers want to invest and businesses thrive
 - Greater job opportunities in Wirral council
 - Thriving small businesses
 - Workforce skills meet business needs
- The report includes a set of numbered appendices providing the detail for each sector.

RECOMMENDATION/S

- Cabinet approve the proposed rates and fees recommended by officers within the report.
- Cabinet recommend to Council that the increased cost of £2.9m be met by the Social Care Precept element of Council tax.
- Cabinet approve to uplift fees to providers from 1 April 2018
- Cabinet note the intention to work in collaboration with the Liverpool City Region (LCR) and the supported living sector to pilot test and phase in a sustainable new model of care.
- Cabinet note the intention to work with partner organisations and the independent sector to develop a new model of domiciliary care provision.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 The Council has a statutory duty to maintain and support a local market to deliver care and support. The work undertaken by officers has taken into account legal requirements and core standards of care and has provided a clear evidence base for the proposed fee increase.
- 1.2 The Council has a duty to commission a range of high quality, appropriate services, offering people choice. There is a duty to ensure the market is responsive and sustainable; looking after the care market as a whole and ensuring continuity of care.
- 1.3 The proposed fee rates take account of the recent volatility in the domiciliary care market and the growing challenges identifying sufficient capacity in sectors such as residential EMI and nursing EMI.
- 1.4 Benchmarking exercises have been undertaken across the North West Finance Group. Consideration has been given to the benchmarking data gathered to inform fee proposal rates, a copy of which is attached in Appendix 2.
- 1.5 Provider views have been thoroughly considered in relation to their full range of costs and legislative and national requirements. Providers were offered a range of different ways in which to give their feedback to the Council, including 1:1 or group sessions, dedicated email correspondence and an open book accounting offer. The proposed fee rates take account of their views.
- 1.6 A full list of provider feedback and explanation of the consideration the department has given to these points is attached in Appendix 1.

2.0 OTHER OPTIONS CONSIDERED

N/A

3.0 BACKGROUND INFORMATION

- 3.1 The Commissioning Strategy is to set fees that stimulate a responsive and flexible market place, maintain capacity and ensure that a range of provision is available to meet local demands across the whole health and social care economy, including suitable provision for people with dementia. The fees that are set are also designed to support integrated commissioning between the Council and its Health Service partners. This includes effective joint commissioning with the CCG for provision such as Transfer to Assess ("T2A"), which supports the whole system economy.
- 3.2 Responsive and timely provision is required to support individuals appropriately in their community, avoiding and minimising the need for acute

service and maximising outcomes for individuals. The Council is investing in the development of viable alternatives such as extra care housing and a range of reablement and community services to reduce and delay the need for long term care.

- 3.3 The rates and fees paid by the Council need to reflect both the requirements for providers to be able to meet quality and safety standards and enable the Council to maintain a stable market which can offer quality provision, whilst also ensuring best value and consideration of local factors.
- 3.4 There have been significant challenges in the domiciliary care market in Wirral in 2017/18, which has had a destabilising effect and lead to some people having to wait for appropriate support at home. Additionally, there are growing challenges identifying sufficient capacity in sectors such as residential EMI and nursing EMI. The system is prioritising investment in T2A to support the whole system capacity and flow. This ensures that people's opportunities for independence are maximised.
- 3.5 The Integrated Commissioning Hub, is committed to improving the outcomes for older people and people with disabilities in Wirral, and minimising future demand within a sustainable budget.
- 3.6 Officers have been working with the LCR and local providers to consider and develop alternate service delivery models. A pilot was carried out with a major supported living provider in 2017/18, the outcomes of which are being evaluated, prior to wider roll-out in 2018/19. This will help to establish a sustainable model in the future.

4.0 FINANCIAL IMPLICATIONS

2017/18	Current 17/18	Proposed 18/19	Increase 17/18 to 18/19	Est. Pressure/ Yr (£m)
Funded from Precept:				
Supported Living – Day	£13.55	£14.00	3.3%	0.69
Supported Living – Night	£73.92	£77.52	4.9%	0.12
Residential	£434	£450	3.7%	0.59
Residential EMI	£488	£509	4.3%	0.26
Nursing	£477	£492	3.1%	0.21
Nursing EMI	£499	£513	2.8%	0.18
Domiciliary Care*	£13.80	£14.80	7.2%	0.74
Extra Care	£12.00	£12.42	3.5%	0.05
Extra Care (Early Onset Dementia)	£13.45	£14.60	8.6%	0.02
Direct Payments	£7.65	£7.83	2.4%	-
Shared Lives	£367	£379	3.3%	0.03
Total Increase				2.89

BCF (Pooled Fund):				
Dom Care Plus**	-	£16.67	-	0.14
Reablement*	£15.70	£16.84	7.2%	0.07
Mobile Nights*	£14.29	£15.33	7.2%	0.05
T2A - Residential	£500	£524	4.8%	0.01
T2A – Residential EMI	£556	£581	4.5%	0.01
T2A - Nursing	£751	£774	3.1%	0.01
T2A – Nursing EMI	£800	£830	3.8%	0.10
Total Increase				0.39

*Fee rates in these areas have increased by more than the average due to the consideration given to increased travel time, which is statutory obligation on providers to pay. The effect of this is felt more keenly by community care providers than care homes and therefore results in a larger percentage fee rate uplift.

**Dom Care Plus is a new commission which supports people who live at home with complex, long-term conditions.

- 4.1 In respect of residential services, a greater percentage increase has been applied to the residential EMI rate, to incentivise the market to meet demand in this area.
- 4.2 The cost of implementing the revised fees from 1 April 2018 is £2.9m for the full year 2018/19. This can be accommodated from within the Adult Social Care Budget subject to inclusion of the Adult Social Care Precept for 2018/19 is estimated to raise £3.9m. The cost of the fee rate increases in the BCF pool is £0.39m; accordingly, the two-year BCF pool has been amended to absorb the increased cost. The income from the ASC precept and associated expenditure has been included within the Council's 2018/19 budget that was approved at full Council on 5 March 2018'.
- 4.3 Work is being completed on the implementation of pre-paid cards for direct payments. It is estimated that the savings deliverable from this will render the fee increase in respect of direct payments cost-neutral.

5.0 LEGAL IMPLICATIONS

- 5.1 Under the Care Act 2014 local authorities ("LA's") have a duty to promote diversity (choice) and quality in the care and support provider market. The purpose is to produce a sustainable and diverse range of care and support providers to deliver better, innovative and cost-effective services and support to promote the well-being of every person with need of care and support. This requires LA's to identify those with care and support needs in their area, identify what needs require prioritising and then encourage provider competition, while monitoring the quality of the services provided. In addition, LA's have a duty to assure provision, where care providers in their area that have failed to provide the required service at the appropriate level of quality.

5.2 In order to avoid challenge the council must be able to demonstrate that the approach adopted in relation to the decision is open, fair and transparent. Provided that the council has followed due process and given due regard to the actual costs of care, then the decision as to what fees it will pay to care home providers is a matter for the council and it may take into account its financial circumstances in coming to that decision.

5.3 When considering the actual cost of care, fees should not be set mechanistically but should have due regard to providers' costs, efficiencies and planned outcomes for people using services. Fee setting must take into account the legitimate current and future costs as well as factors that may affect those costs (for example the National Living Wage) and not just the potential for improved performance and more cost-effective ways of working.

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

6.1 Officers will continue to work with the sector to develop new care models for both domiciliary care and supported living.

7.0 RELEVANT RISKS

7.1 The Council has shared the fee models with providers. It has responded to the issues raised during the consultation period, reflecting on the proposed changes and stating the reasons for its decisions. Accordingly, the final proposal is reasonable and well considered.

7.2 The Council has maintained a considered balance between the cost of care, maximising the Wirral pound, whilst considering local factors, quality and meeting need.

8.0 ENGAGEMENT/CONSULTATION

8.1 The Council has undertaken a period of consultation and engagement with providers during January and February 2018.

Date	Actions/Details
Tuesday 16 January to Tuesday 13 February 2018	Commencement of engagement re: fee proposal for 2018/19. Four week engagement period up to 5pm 13 February. Providers' engagement options: <ul style="list-style-type: none"> • Individual meetings • Open book accounting • Group forums • Email correspondence
Wednesday 14 February to Tuesday 27 February 2018	Consideration of all comments received by 13 February deadline. Opportunity for any required clarification with providers.

Wednesday 28 February to 1 March 2018	The Council drafts its final position and proposal for Cabinet
26 March 2018	Cabinet considers the proposal and confirms decision.
April 2018	New rates applied (subject to Cabinet decision)

9.0 EQUALITY IMPLICATIONS

Has the potential impact of your proposal(s) been reviewed with regard to equality?

Equality impact Assessments have been carried out.

10.0 BENCHMARKING

10.1 The Council has benchmarked its own proposed fee rates against the indicative rates proposed by other local authorities in the North West. The outcome of this benchmarking exercise is included as Appendix 2 to this report.

REPORT AUTHOR(S):

Jacqui Evans, Assistant Director for Integrated Commissioning

Mathew Gotts, Principal Accountant

Tel: 0151 666 3938

Email:

Jacquieevans@wirral.gov.uk

matthewgotts@wirral.gov.uk

APPENDICES

Appendix 1 – Consultation/Provider Feedback

Appendix 2 – Benchmarking Exercise

REFERENCE MATERIAL

N/A

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet	13 March 2015
Cabinet	6 June 2016
Cabinet	27 March 2017

This page is intentionally left blank

Appendix 1

CONSULTATION

CONSIDERATION OF FEEDBACK FROM PROVIDERS

The following aspects of the marketplace have been consulted with:

- Residential and nursing care
- Transfer to Assess (“T2A”)
- Domiciliary care
- Supported living
- Extra care
- Shared Lives
- Mobile Nights
- Reablement

Feedback and comments were received from the following number of providers:

Residential and nursing care (inc. T2A):	9
Domiciliary care:	5
Supported living:	7

In total, 20 providers responded to the consultation.

In addition, four care providers provided copies of their accounts (3 x res/nurs, 1 x domiciliary care) which were also taken into consideration. However, it was not possible to draw conclusions about the market as a whole on the basis of these, due to the small sample size gathered.

Some providers sent multiple comments; therefore the actual number of responses in the table (overleaf) does not agree to the above breakdown of providers who responded.

Ref	Comment	Qty	Response
1	Residential/Nursing/T2A		
1.1	The model does not adequately reflect the capital costs required to service homes	2	The return on capital is based on a Laing-Buisson recommendation of 7%, which is the level of return expected, were the care home to be leased by an operator from a freeholder. The Council believes this is a fair allowance.
1.2	Staffing costs have increased as a result of the April '18 increase to the National Living Wage ("NLW") and the increase to the employer's pension contribution.	2	The increase in the NLW/NMW from £7.50 to £7.83 has been reflected in the proposed Residential and Nursing model, as has the increased employer's pension contribution.
1.3	Maternity cover is not factored into the fee model.	1	Employers can reclaim 92% of Statutory Maternity Pay from the Government (103% if the business qualifies for Small Employers' Relief). More information can be found about this on the government's website (https://www.gov.uk/recover-statutory-payments)
1.4	Cost of fabric, utilities, services and decoration are different to what is provided for in the model.	5	The treatment of these aspects in 2018/19 model is based on care home figures from the Royal Institute of Chartered Surveyors. This is considered to be a fair allowance and consistent with the approach taken in the model in previous years.
1.5	No allowance has been made for the costs of a handyman, which is a necessity.	1	The fee model contains a specific allowance to cover handyman/gardener services.
1.6	No allowance has been made for the costs of an activities co-ordinator, which is a CQC requirement.	2	The fee model for 2018/19 contains an allowance for management and associated costs, which includes the costs of an activities co-ordinator.
1.7	No allowance has been made for the ancillary costs of activities, e.g. licenses, materials, etc.	1	The fee model contains an allowance for non-staff expenses, including ancillary activities costs.
1.8	The model does not accurately reflect our central management overheads	2	The fee model has been calculated consistently over the past six years and transparently demonstrates the consideration given to the actual cost of care.
1.9	In respect of T2A, how have the 10.5 hours of nursing care included in the model been calculated? Has the RGN rate been based on local evidence?	1	The RGN rate in the T2A model has been based on local evidence. The nursing care hours allocation built into the model has been calculated based on an assumption of 1.5 hours of nursing care per client per day. Both these assumptions are believed to be reasonable.
1.10	Catering hours provided in the model are insufficient.	3	The catering hours in the model allows for 55.5 hours of catering per week in a typical 37-bed home, which is believed to be a fair allowance.

1.11	The model does not sufficiently reflect the cost of paying nursing staff	1	For general nursing care, the cost of employing nursing staff is paid for by the NHS, direct to care providers, through Funded Nursing Care (FNC). The nurse's hourly rate in the T2A model has been based on local evidence.
1.12	How have the care hours been derived?	2	Laing:Buisson's recommendation of 20.5 care hours was increased to 21.5 in 16/17, following a data collection exercise undertaken with local care homes, to establish the average number of care hours provided per resident in each setting.
1.13	We pay our staff more than the minimum wage, which the model does not provide for.	2	This is a commercial decision on the part of each provider. The Council's fee model complies with the requirement to give consideration to providers' actual costs of care and provides sufficiently for each provider to fulfil its legal duty to pay the National Living Wage.
1.14	The Apprenticeship Levy is only included at 0.5% but will rise to 1.0% from 1 st April 2018.	1	The Council can find no evidence that the Apprenticeship Levy will increase to 1.0% from 1 st April 2018.
1.15	Food costs are higher than allowed for in the model.	1	The Council considers that the weekly food allowance proposed is reasonable.
1.16	The ROI offered in the model is below the market average.	2	The ROI has been calculated by applying the return on capital as suggested by Laing Buisson with a discretionary profit as per the CBRE August 2017 report, <i>Retirement Comes of Age</i> . This represents the typical return on activity figure expected for a modern, purpose built, fully compliant home and the Council considers this to be a fair allowance.
1.17	No allowance has been made for a housekeeper's costs.	1	This is a commercial decision on the part of each provider. The Council's fee model complies with the requirement to give consideration to providers' actual costs of care and considers that its cost assumptions are reasonable and robust.
1.18	The rate offered is insufficient.	4	The Council's rates comply with the requirement to give consideration to providers' actual costs of care and provide sufficiently to meet providers' statutory responsibility to pay the National Living Wage. The council has also taken local factors into consideration in proposing the 18/19 fee rates.
1.19	The provider employs more staff than provided for in the model	1	The Council recognises that there will be variance in the marketplace in terms of the staffing structure employed, with some homes employing more staff than others. The fee model assumes that 27 FTE staff are employed and the Council considers this to be a reasonable allowance.

1.20	Workforce shortages have resulted in higher agency costs and an increased cost of recruitment.	1	The rate offered includes an allowance of over £7,000/yr towards recruitment costs, as well as the assumption that agency staff are employed on twice the hourly rate of care staff. This is considered to be a reasonable allowance. The Council is developing a recruitment and retention strategy to assist providers with staffing matters in 18/19.
1.21	Inflation has increased the cost of non-staffing expenditure items.	1	The non-payroll costs in the model have been increased by 2.9% to account for inflation.
1.22	The assumption that homes contain 37 beds on average is erroneous.	1	Whilst it is recognised that homes may vary in size, on average it is considered most homes will approximate to the 37-bed comparator. This is supported by the latest available local market intelligence concerning average home sizes.
1.23	The occupancy level in the model of 95% is unrealistic	2	The Council recognises that some level of vacancy will always exist in care homes, no matter how efficiently placements are made. The Council believes that a reasonable allowance for vacancies in an appropriately-sized care home market is 5%.
1.24	No allowance has been made for rent.	1	The cost of rent/mortgage payments is included in the ROI figure of 13.0% in the model.

2	Domiciliary Care		
2.1	The rate offered is too low	4	The Council's Domiciliary Care rate complies with the requirement to give consideration to providers' actual costs of care and provides sufficiently to meet providers' statutory responsibility to pay the NLW. The council's rate benchmarks very favourably with other north west authorities (see Appendix 2)
2.2	We pay all staff under 25 the same rate as for over 25s.	2	This is a commercial decision on the part of each provider. The 89% assumption of care workers over the age of 25 is based on the UKHCA recommendation. The Council's fee model includes sufficient for each provider to fulfil its legal duty to pay the minimum wage for each respective age group.
2.3	The allowance for National Insurance is too low.	2	The Council has adopted the UKHCA recommendation in respect of National Insurance. The rate of Employers' National Insurance Contributions in the UKHCA model has been reduced to 8.0% since version 4.1 (November'17).
2.4	Maternity cover is not factored into the fee model.	1	Employers can reclaim 92% of Statutory Maternity Pay from the Government (103% if the business qualifies for Small Employers' Relief). More information can be found about this on the government's website (https://www.gov.uk/recover-statutory-payments)

2.5	The allowance for travel time is too low.	2	The Council believes the travel time allowed in the model is adequate given local geographic factors, and has increased the rate offered in 18/19 to reflect previous years' provider comments on this area of the model. The Wirral is a relatively small geographical area and, where possible, providers are zoned to reduce travel time even further.
2.6	No allowance is made for additional payments on bank holidays.	2	The choice to make additional payments for bank holidays is a commercial decision, not a statutory obligation on the provider.
2.7	Mileage is understated.	3	The Council believes the mileage costs allowed in the model are adequate given local geographic factors
2.8	The training allowance is insufficient	2	Training costs are included within the allowance for management and general administration costs. The Council considers the rate to be a fair allowance
2.9	The Apprenticeship Levy has not been factored in to the model.	2	In the UKHCA November'17 briefing, no allowance is recommended as, in practice, most providers fall below the minimum threshold. Employers should be able to reclaim the cost of their levy by taking on and training apprentices, so the UKHCA's assumption is that the levy is cost-neutral.
2.10	The allowance for technology and registration costs does not accurately reflect the actual cost to providers.	2	The Council believes the technology and registration costs allowed in the model is adequate. The rate offered is comparable to nearby authorities.
2.11	There is no allowance made in the model for staff recruitment costs	2	The model includes recruitment costs within the management overheads of £2.87/hr
2.12	There is no allowance made in the model for audit and inspection costs	1	The model includes audit and inspection costs within the management overheads of £2.87 per hour
2.13	Why has the management & admin allowance reduced?	1	The management allowance has remained the same at £2.87/hr. The council believes that the allowance given in the model is reasonable and robust.
2.14	The cost allocated for managers is insufficient	1	The Council recognises that different staffing models will be employed by each organisation, but believes that the allowance proposed in the model is fair.
2.15	There is no differentiation between the pay rates in the model for support workers and administration officers.	1	This is a commercial decision on the part of each provider. The Council's Domiciliary Care rate complies with the requirement to give consideration to providers' actual costs of care and provides sufficiently to meet providers' statutory responsibility to pay the NLW
2.16	We pay our staff more than the minimum wage, which the model does not provide for.	1	This is a commercial decision on the part of each provider. The Council's fee model complies with the requirement to give consideration to providers' actual costs of care and provides sufficiently for each provider to fulfil its legal duty to pay the National Living Wage.

2.17	Will the 15-minute calls continue to be paid at the 30-minute rate?	1	Yes, the Council intends to continue to pay 15 minute calls at the 30 minute rate. There is no additional cost in 18/19 as a result of this.
2.18	Sickness cover is understated	1	Although not covered in the UKHCA model, an allowance of 2% has been made in the model to cover sickness; this is felt to be a fair allowance.

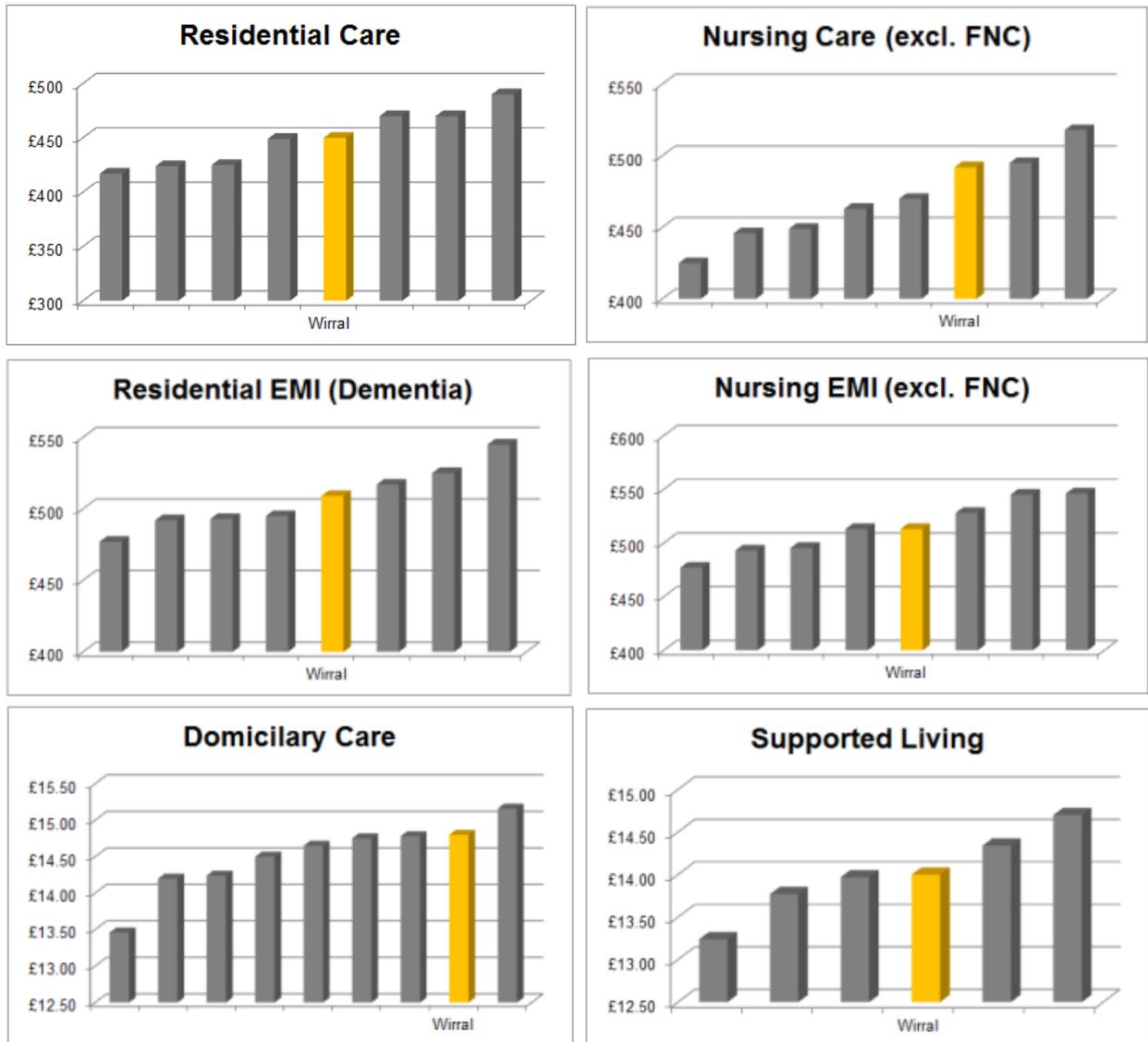
3	Supported Living		
3.1	Query about the way annual leave has been factored into oncosts	4	The council believes that allowing 28/261 days' cover for annual leave is a fair allowance.
3.2	Why has the management & admin charge changed?	1	The management fee of 14.1% is based on local provider feedback and is felt to be a fair allowance.
3.3	What is the basis of the 5% return on activity figure?	3	The 5% return on activity figure gives consideration to feedback received from supported living providers and is felt to be a reasonable allowance.
3.4	No allowance is made for additional payments on bank holidays.	3	The choice to make additional payments for bank holidays is a commercial decision, not a statutory obligation on the provider. The Council is developing a recruitment and retention strategy to assist providers with staffing matters in 18/19.
3.5	The cost allocated for managers is insufficient	3	The Council recognises that different staffing models will be employed by each organisation, but considers that the allowance given in the model, based on feedback from local supported living providers, is fair.
3.6	Why is travel time not included?	1	Travel time is not accounted for directly, but assumed to be picked up within the management and admin charge included in the model.
3.7	The allowance for National Insurance is too low.	3	The Council has adopted the UKHCA recommendation in respect of National Insurance. The rate of Employers' National Insurance Contributions in the UKHCA model has been reduced to 8.0% since version 4.1 (November'17).
3.8	The Apprenticeship Levy has not been factored in to the model.	3	In the UKHCA November'17 briefing, no allowance is recommended as, in practice, most providers fall below the minimum threshold. Employers should be able to reclaim the cost of their levy by taking on and training apprentices, so the UKHCA's assumption is that the levy is cost-neutral.
3.9	There is no allowance made in the model for compliance or mileage costs	1	Compliance costs are not accounted for directly, but assumed to be picked up within the management and admin charge included in the model.
3.10	There is no allowance made in the model for staff recruitment costs	2	Recruitment costs are not accounted for directly, but assumed to be picked up within the management and admin charge included in the model.

3.11	We pay our staff more than the minimum wage, which the model does not provide for.	5	This is a commercial decision on the part of each provider. The Council's fee model complies with the requirement to give consideration to providers' actual costs of care and provides sufficiently for each provider to fulfil its legal duty to pay the National Living Wage.
3.12	There is no differentiation between the pay rates in the model for support workers and administration officers.	1	This is a commercial decision on the part of each provider. The Council's Supported Living rate complies with the requirement to give consideration to providers' actual costs of care and provides sufficiently to meet providers' statutory responsibility to pay the NLW
3.13	Why is there a different rate for waking nights from the day time rate?	1	The waking nights are paid on an ad-hoc, case-by-case basis and are therefore outside the scope of this exercise.
3.14	The rate offered for sleeping nights is too low	2	The Council's Supported Living rate provides sufficiently to meet providers' statutory responsibility to pay the NLW. The council considers that the cost assumptions are reasonable and robust.
3.15	The provider stated that their average pension contributions were higher than the statutory minimum 2%.	1	This is a circumstance unique to this particular provider and not representative of the market as a whole.

APPENDIX 2

WIRRAL'S PROPOSED RATES, BENCHMARKED AGAINST OTHER NORTH WEST COUNCILS' PROPOSED 18/19 RATES (SUBJECT TO APPROVAL)

(Please note some local authorities operate different models of care to Wirral, therefore an element of 'blending' has been necessary to achieve comparable figures).



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank