



Business Overview and Scrutiny Committee

Date: Tuesday, 19 September 2017

Time: 6.00 pm

Venue: Committee Room 1 - Wallasey Town Hall

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AGENDA

1. APOLOGIES FOR ABSENCE

2. MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST / PARTY WHIP

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

Members are reminded that they should also declare whether they are subject to a party whip in connection with any item(s) to be considered and, if so, to declare it and state the nature of the whipping arrangement.

3. MINUTES (Pages 1 - 20)

To approve the accuracy of the minutes of the meetings held on 4 and 18 July, 2017.

4. COMMERCIALISATION UPDATE

A presentation will be given on this item.

5. UPDATE ON LIVERPOOL CITY REGION DEVELOPMENTS (Pages 21 - 24)

6. **LIVERPOOL CITY REGION COMBINED AUTHORITY - OVERVIEW & SCRUTINY COMMITTEE UPDATE (Pages 25 - 30)**
7. **2017/18 QUARTER 1 WIRRAL PLAN PERFORMANCE (Pages 31 - 44)**
8. **FINANCIAL MONITORING REPORT QUARTER 1 2017/18 (Pages 45 - 52)**
9. **POLICY INFORM: BUSINESS (Pages 53 - 82)**
10. **BUSINESS OVERVIEW & SCRUTINY WORK PROGRAMME UPDATE REPORT (Pages 83 - 90)**
11. **ANY OTHER URGENT BUSINESS APPROVED BY THE CHAIR (PART 1)**
12. **EXEMPT INFORMATION - EXCLUSION OF MEMBERS OF THE PRESS AND PUBLIC**

The public may 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.

RECOMMENDED – That in accordance with section 100A (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 the relevant paragraphs of Part 1 of Schedule 12A (as amended) to that Act. The public interest test has been applied and favours exclusion.

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

BUSINESS OVERVIEW AND SCRUTINY COMMITTEE

Tuesday, 4 July 2017

<u>Present:</u>	Councillor	M Sullivan (Chair)	
	Councillors	P Hackett	T Pilgrim
		RL Abbey	J Stapleton
		G Ellis	KJ Williams
		A Leech	S Williams
		D Mitchell	G Wood
<u>In attendance:</u>	Councillors	C Muspratt (In place of J McManus)	
		B Berry (In place of E Boulton)	
		I Lewis (In place of J Hale)	
<u>Apologies:</u>	Councillor	J Stapleton	

1 APOLOGIES FOR ABSENCE

The Chair welcomed everyone to the meeting and noted that no further apologies had been received other than for Councillors Eddie Boulton, John Hale, Julie McManus and Jean Stapleton, three of whom had deputies standing in for them.

2 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST / PARTY WHIP

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

Members were reminded that they should also declare whether they were subject to a party whip in connection with any item(s) to be considered and, if so, to declare it and state the nature of the whipping arrangement.

No such declarations were made.

3 MINUTES

Members were requested to receive the minutes of the Business Overview and Scrutiny Committee meeting held on 29 March, 2017.

Resolved – That the minutes of the meeting held on 29 March, 2017, be approved.

4 **RESIDENT PARKING TASK & FINISH SCRUTINY REVIEW**

The Chair stated that Councillor Jean Stapleton was unable to attend the meeting but had asked that her thanks be recorded in respect of the officers who had facilitated and helped with the review and also Councillors Dave Mitchell and Chris Blakeley, who had sat on the Review Panel with her.

The Chair asked Councillor Dave Mitchell and, with the agreement of the Committee, Councillor Chris Blakeley to speak to the report on the findings and recommendations of the Resident Parking Scrutiny Review completed in June 2017. The Review was commissioned by the Committee at its meeting on 12 July, 2016, when the Committee had received a report on the Council's Resident Parking Policy. It had been a number of years since a review had been undertaken and they commented that with the review they had tried to come up with the easiest possible way to bring the resident parking scheme into line. A number of meetings had been held with officers and a small number of residents had also attended an evidence session.

The report gave details of the scope, methodology and key findings of the review and proposed a number of recommendations to ensure the Resident Parking Policy was fit for purpose.

Members expressed their thanks to the panel for all their work.

Keith Rodgers, Traffic Network Manager, addressed the Committee and referred to the fact that only 3 schemes had been introduced since 2007 mainly due to the inflexibility of the existing criteria.

Responding to comments from Members he stated that there were no proposals to change the criteria for there to be a minimum requirement of 80 per cent support from residents and the criteria that local businesses should not be disadvantaged would also remain.

The Chair suggested that there might be a lot of objections when the new policy was introduced and expressed concern at the reduced size of the department which would have to implement the proposed changes and asked how long it might take.

In response Mr Rodgers acknowledged that staff were fully committed but that, subject to Cabinet approval, a phased approach to the changes would get underway with some consultation within six months.

The Chair asked that Mr Rodgers report back to the Committee with an update on the latest position and thanked the Scrutiny Officer, Mike Lester, for all his work on the review.

It was then moved by Councillor Dave Mitchell, seconded by Councillor Steve Williams and –

Resolved –

(1) That the contents of the report and the findings and recommendations of the review be endorsed.

(2) That the report be referred to Cabinet for consideration of the recommendations made.

5 ROAD CONDITION UPDATE

Julie Barnes, Lead Commissioner (Transport and Technology) and Shaun Brady, Highways Asset Manager, introduced a report which provided an explanation into the current condition of Wirral's roads, how the information was captured, and how it was reported to the Department for Transport (DfT).

The maintenance of highways was a statutory duty for the Council under the Highways Act 1980 (as amended). Maintenance and improvement of highways contributed to the Wirral Plan pledge to provide transport and technology infrastructure fit for the future, and was key to delivery of the Connecting Wirral Transport Strategy.

Responding to comments from Members Shaun Brady stated that although he was not involved on a day to day basis with BAM Nuttall, the Council's contractor for the repair of roads, he was aware of a list of sites where work on repairs and maintenance was due to commence and he would be happy to share this list of remedial works with Members. He also referred to independent data which showed that 6 per cent of Wirral's unclassified roads were in need of immediate maintenance compared to 20 per cent in Liverpool.

Members referred to a number of sites within their wards where the quality of work had not been to a satisfactory standard and where repairs were now required. They also expressed surprise if there weren't quality checks prior to a job being signed off.

The Chair referred to an ever diminishing pot of money which the authority had to maintain the Council's roads in good order. More roads were being built and there were now more cars on the roads.

Resolved – That the report be noted.

6 UPDATE ON LIVERPOOL CITY REGION DEVELOPMENTS

The Strategic Commissioner for Growth introduced a report which gave a brief overview of latest developments at the Liverpool City Region (LCR), including

activity underway to implement the City Region devolution deal. The report also gave details of a number of appointments which had been made, including portfolio leads, the Mayor's advisory team and lead officers.

The Chair referred to the fact that central government had made it clear that there would be no extra resources for the LCR Mayor's office and that what may happen in future would be that the six local authorities might have to look at providing some resources for the Metro Mayor, as was the case in the Greater Manchester region.

The Chair also referred to a meeting which the Labour Group had held at which the Metro Mayor, Steve Rotherham, had spoken and that other political groups might think about inviting him to one of their meetings. He informed the Committee that the Metro Mayor had given an assurance that the LCR Combined Authority would not be Liverpool centric.

Resolved – That the report be noted.

7 LIVERPOOL CITY REGION COMBINED AUTHORITY SCRUTINY PANEL - VERBAL UPDATE

The Chair reported that the Liverpool City Region Combined Authority Scrutiny Panel was next due to meet on 26 July, 2017 and that there would be a development meeting in advance of this on 19 July, 2017. He stated that there would be more to discuss at the September meeting of the Committee.

The Chair also suggested that the Metro Mayor could be invited to give a presentation to a future meeting of this Committee and a Member suggested that this could be open to all Members to attend.

Resolved – That the report be noted.

8 BUSINESS OVERVIEW AND SCRUTINY COMMITTEE MEMBERS' BRIEFING PACK

The Committee were invited to note the contents of the Members' Briefing Pack which provided an introduction to the purpose of scrutiny and included details of the Committee's remit and operational information.

Resolved – That the report be noted.

9 2016/17 QUARTER 4 AND YEAR END WIRRAL PLAN PERFORMANCE - BUSINESS THEME

Alan Evans, Strategic Commissioner for Growth introduced a report which provided the 2016/17 Quarter 4 (January – March 2017) performance report for Wirral Plan pledges under the Business theme. The Quarter 4 report was

included as Appendix 1 to the report, and provided a description of the progress in Quarter 4 that included available data in relation to a range of outcome indicators and supporting measures.

The Year End closedown report was included as Appendix 2 to the report and provided a summary analysis of improvement of performance against measures and delivery of Pledge strategy actions at year end.

Responding to comments from Members Alan Evans elaborated on the collection of data to measure increases in visitor numbers and stated that he would bring a report to the September meeting on how the figures for visitor numbers were calculated and also how the numbers for cyclists were calculated as referred to in the performance indicators.

He also agreed to provide written responses in respect of the indicator on public transport satisfaction which showed an increase at a time when the number of bus routes were being cut and the target for capital receipts not being achieved. A response would also be provided on the number of surveys on the condition of Wirral's roads.

With regard to the Floral Pavilion he would provide a response on how this was impacted by the review of leisure currently being undertaken and the need to reduce the subsidy provided.

The Chair suggested that a spotlight session could be held with regard to the Wirral International Business Park and the amount of businesses there, which could also involve the Chamber of Commerce and businesses being invited to speak of their successes.

Resolved – That the report be noted.

10 **FINANCIAL MONITORING 2016/17**

Jenny Spick, Senior Manager, Financial Planning and Policy, introduced the report of the Assistant Director: Finance (Section 151 Officer) that set out the Council's revenue and capital monitoring position for 2016/17 year-end (31 March 2017).

The 2016/17 out-turn position was an overall underspend of £2.9 million (£0.4 million underspend was forecast at quarter 3) and that People (former Families and Wellbeing areas) had a significant forecast overspend that had been offset by largely one-off savings within Business Services Treasury Management.

The year-end capital report updated the capital programme and reflected significant re-profiling of schemes between years to reduce the 2016/17

capital programme to £30.7 million. The actual capital out-turn at year end was £25.3 million.

Responding to comments from Members, Jenny Spick confirmed that from 2017/18 Wirral Council would be retaining 100 per cent of all Business Rates collected as part of the Government pilot scheme. She also confirmed the level of irrecoverable debt write-offs was £4.6m and the level of provision figures for 2016-17 would include debts going back a number of years.

Jenny Spick also commented that the council could never say that debts would always come down in the future as if something were to change within the economy which was completely outside the Council's control then debt levels could go up. There was a need to try and mitigate against the risk as much as possible.

Resolved – That the report be noted.

11 **APPOINTMENT OF THE HIGHWAYS REPRESENTATION PANEL**

The Chair introduced a report on the need to keep panels under review and, in particular, at the first meeting of a Committee in each municipal year, in accordance with Standing Order 33(1). The Committee was requested to appoint Members to serve on the Highways and Traffic Representation Panel in 2017/18.

Resolved –

(1) That the Highways and Traffic Representation Panel be retained in 2017/18, with the terms of reference identified.

(2) That the following Members be appointed to serve on the Highways and Traffic Representation Panel in 2017/18, with Councillor Steve Williams appointed as Chair –

Members

1 Conservative – Steve Williams

1 Labour – Mike Sullivan

Deputies

**Gerry Ellis
Bruce Berry
David Elderton
David Burgess-Joyce
Ian Lewis
Lesley Rennie
Adam Sykes
Eddie Boulton**

**Pat Hackett
Ron Abbey**

**Anita Leech
Julie McManus
Jean Stapleton
Warren Ward
Jerry Williams
Gillian Wood**

**1 Liberal Democrat – Dave Mitchell Alan Brighouse
Chris Carubia
Phil Gilchrist
Stuart Kelly**

**12 BUSINESS OVERVIEW & SCRUTINY WORK PROGRAMME UPDATE
REPORT**

The Committee considered a report from the Chair which explained the process of developing a scrutiny work programme for the new municipal year. The Business Overview & Scrutiny Committee, in cooperation with the other three Overview & Scrutiny Committees, was responsible for proposing and delivering an annual work programme. This work programme should align with the corporate priorities of the Council, in particular the delivery of the Wirral Plan pledges which were within the remit of the Committee.

Resolved -

- (1) That the proposed Business Overview & Scrutiny Committee work programme for 2017/18, be approved.**
- (2) That this Committee supports a proposal to convene a dedicated work programme planning session for the Chair, Vice-Chair and Party Spokespersons. The purpose of the session is to give further detailed consideration to the Committee's work programme prior to the next scheduled Committee meeting in September.**

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BUSINESS OVERVIEW AND SCRUTINY COMMITTEE

Tuesday, 18 July 2017

<u>Present:</u>	Councillor	M Sullivan (Chair)	
	Councillors	P Hackett	W Ward
		E Boulton	KJ Williams
		G Ellis	S Williams
		D Mitchell	G Wood
		J Stapleton	
<u>In attendance:</u>	Councillors	C Muspratt (In place of A Leech)	
		I Williams (In place of RL Abbey)	
		D Burgess-Joyce (In place of J Hale)	
		D Elderton (In place of T Pilgrim)	
<u>Apologies</u>	Councillors	J McManus	

13 APOLOGIES FOR ABSENCE

The Chair welcomed everyone to the meeting and noted apologies had been received from Councillors Ron Abbey, John Hale, Anita Leech, Julie McManus and Tracey Pilgrim, four of whom had deputies standing in for them.

In advance of the meeting commencing, Mark Smith, Strategic Commissioner – Environment, informed the meeting that having taken advice from the Assistant Director: Law and Governance, the Committee should be mindful to give due regard to a petition of 1,195 signatures objecting to the proposed introduction of parking charges, which had been presented to the Council on 10 July, 2017.

14 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST / PARTY WHIP

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

Members were reminded that they should also declare whether they were subject to a party whip in connection with any item(s) to be considered and, if so, to declare it and state the nature of the whipping arrangement.

Councillor Steve Williams declared that the Conservative Members of the Committee were all signatories to the call-in.

No other declarations were made.

15 **CALL-IN OF CABINET MINUTE 10 - CAR PARKING CHARGES TRAFFIC REGULATION ORDER - CONSIDERATION OF FURTHER REPRESENTATIONS**

The Chair referred to the Cabinet decision of 19 June, 2017 (minute 10 refers) in respect of Car Parking Charges Traffic Regulation Order – Consideration of further representations.

The decision had been called-in by Councillors Tom Anderson, Bruce Berry, Chris Blakeley, Eddie Boulton, David Burgess-Joyce, Wendy Clements, David Elderton, Gerry Ellis, Jeff Green, John Hale, Paul Hayes, Andrew Hodson, Kathy Hodson, Ian Lewis, Tracey Pilgrim, Cherry Povall, Lesley Rennie, Les Rowlands, Adam Sykes, Geoffrey Watt and Steve Williams, on the following grounds:

“The signatories wish to call-in the following decisions by Cabinet:

(2) approves the increase in car parking tariffs at all Council operated car parks, where charges already apply, by 20p;

(3) approves the introduction of car parking charges in country parks with charges of 50p for 1 hour, £1 for 2 hours and £2 all day in Arrove Country Park, Royden Country Park, Eastham Country Park and Thurstaston Country Park.

(4) approves the introduction of a household membership scheme for the use of country parks in (3) at a cost of £50 per annum

Reasons for Call-in:

Whilst we note and welcome the considerable changes since the original proposals for car parking income generation were put forward in December 2016 which proposed:

- a 50p tariff increase at all Council operated car parks
- the introduction of a flat rate tariff of £4 per day at the country parks
- the introduction of parking charges at New Brighton and other shopping centres

We still believe that ANY increase in car parking tariffs will have a damaging effect for Wirral’s shopping centres and the introduction of car parking

charges in our parks will do untold damage to the small businesses associated with them.

We are also concerned that the introduction of car parking charges at Wirral's parks is incompatible with the Council's Public Health responsibilities and the following Pledges from the Wirral Plan:

Older people live well
Thriving small businesses
Greater job opportunities in Wirral
Vibrant tourism economy
Leisure and cultural opportunities for all
Wirral residents live healthier lives

Accordingly, we consider it appropriate that the Cabinet decision be reviewed as insufficient weight has been attached to the non-compatibility of these charges with the Wirral Plan Pledges and the serious concerns raised by local businesses and users of the parks.”

The Chair then invited the lead signatory to the call-in to address the Committee for up to five minutes.

Explanation of Call-in by the Lead Signatory – Councillor Tom Anderson

Councillor Anderson referred to the number of signatories to the petition and that the 1,195 signatory petition was in addition to the 20,000 signatories who had already signed the petition. Comments and objections should have been considered by the Highways and Traffic Representation Panel which had been by-passed in the decision making process. A number of witnesses would be called before the Committee to explain the impact the proposed charges would have on their businesses and their lives. He referred to the partial u-turn the Leader of the Council had taken in January of this year in respect of proposed car parking charges and suggested that allowing for the costs of the installation of pay and display equipment, the Council would be left with a net income of £48,000 from the charges being introduced at the four car parks. He referred to the charitable work undertaken by the friends groups and that 21 employees would be directly affected by the proposals.

It was predicted that there would be a 30 per cent decrease in visitor numbers to the Country Parks. This was not in line with a number of the 2020 pledges. The Council needed to be mindful of the impact this could have on mental health because of the role played by parks and open spaces on people's health and wellbeing.

He commented that the Leader of the Council had listened to businesses but he did not believe that any businesses had been consulted by him or the Cabinet Member for Highways and Transport.

Councillor Anderson suggested that the policy was perverse and the Council needed to think about the knock on effects introducing such charges would have. He proposed that the decision should be sent back to the Cabinet for reconsideration.

The Chair invited questions to the Call-in lead signatory from the Committee and his responses included the following:

- He believed the figure of a 30 per cent decrease in parks' use was a figure which came out of the last call-in meeting.
- He understood that a commitment had been given at the last call-in meeting to speak to all the witnesses but that none had been contacted.

Explanation of the decision taken by the Cabinet – Cabinet Member for Highways and Transport, Councillor Stuart Whittingham

Councillor Stuart Whittingham stated that nobody wanted to increase charges or make cuts to services and he would like nothing more than to provide all services for free but the Council was being forced into this position by the Government decimating services with £45m to come out of the budget this year. £135m was to be saved by 2020. The Rate Support Grant would be removed from every Council by 2020 and a £45m gap in services had to be funded. 50p for an hour's parking and £2 to park all day would raise badly needed revenue to provide services. He thanked all residents and businesses who had taken part in the consultation process.

The Chair invited questions to the Cabinet Member from the Committee and his responses included the following:

- It would not have been appropriate to go out and talk to businesses about specific issues during the consultation process. His door was always open if people wished to come and talk to him.
- He asked if the Committee was aware of how much spending power the Council would have by 2020. Austerity had meant there was £613 per household less to spend on services.
- Officers had suggested there would be a 30 per cent reduction in vehicular traffic at the country parks.
- He had not been to speak to the people at Royden Park.
- He was aware of objections on traffic grounds to the proposals and this would be monitored once the charges were introduced.
- On 8 June, the people of Wirral overwhelmingly rejected austerity in the general election. Austerity was being rejected across the country and if the Council received proper funding from the Government then these charges would not have to be introduced.

- There had been a large number of signatories to the petitions and these had been taken into account as the original proposals had been a lot more severe than the current ones.
- He did not have the figures to hand as to the overspend on holes dug up in roads in 2016/17 and the fines for utility companies.
- Any underspend the Council had in 2016/17 would go into resources
- He was proud of the country parks and all those involved in running and maintaining them for the benefit of everyone.

Evidence from Call-in Witnesses

1. Julie Webster – Acting Director for Health and Wellbeing

Ms Webster declined to make a statement and at the invitation of the Chair her responses to questions from the Committee included the following comments:

- She was currently the Acting Director for Health and Wellbeing having been Fiona Johnstone's deputy for the last 4 years.
- Parks were one of the Borough's best assets and access to open spaces and being outside was good for people's health.
- Her department would work closely with parking services to evaluate the impact the proposals would have.
- She hadn't herself been party to any consultation on the proposed charges, although Fiona Johnstone might well have been.
- Her department had not made any formal representations to the highways authority.
- Until the proposals were introduced it would be difficult to know what the impact would be.
- She was not aware of the amount of her department's budget reductions over the past few years.

2. Councillor Phil Gilchrist - Ward Councillor, Eastham

Councillor Gilchrist stated that he had circulated a series of photographs to the Committee showing a range of motorbikes and cars parked in the vicinity of Eastham Country Park at the weekend. People might not want to park where there were charges and there would be a risk of parking being extended up Ferry Road. He asked what officers envisaged spending the revenue from parking on and would signs be put up to explain where the money was being spent. He stated that there was a risk of damaging local businesses and the area might end up with unsightly yellow lines, which according to the Council's traffic engineers speeded up traffic.

The Chair invited questions to Councillor Gilchrist from the Committee and his responses included the following comments:

- There would be pressure on other car parks if these charges were implemented.
- There could, indeed, be a problem of displacement parking to surrounding roads and the problem would not be helped following the withdrawal of a bus service in April, 2017.
- Ferry Road was long and narrow and cars could find it difficult to pass if parking increased along the road, though he would not like to see the area covered in yellow lines.
- The larger car park at Eastham Country Park had about 60 spaces with the smaller one having about 24.
- He wanted people to enjoy their visit to the park and not have to be looking at their watches worrying about the time left to get back to their car.

3. Andy Wood, Secretary of Arrowe Park Golf Club

Mr Wood stated that parks helped people in a number of ways from public health to tackling obesity and parking charges would put the majority of people off visiting them. People would look to park on roads and this could cause a health and safety issue. In 2003 Wirral Council vetoed Arrowe Park Hospital from implementing charges because of a covenant, was this covenant no longer recognised? Arrow Park Golf Course would be the only golf club in the country with parking charges. The club stood to lose 10 to 20 per cent of its membership and Mr Wood questioned whether there would be any concessions for golfers. The money spent on the 'foot golf' course at Arrowe Park would go to waste. It had been suggested by Council officers that there would be a 30 per cent reduction in the use of country parks and with an income of £240,000 for golf fees and £90,000 from 'foot golf' in 2016 there would be a loss of income of £99,000. He suggested that there were more proportionate ways in which cuts could be made.

The Chair invited questions to Mr Wood from the Committee and his responses included the following comments:

- There had been a reduction in members from 150 to 136, and 53 members had rejoined a month later as they were worried about the proposed charges.
- He praised the Council department responsible for the upkeep of the golf course and the fact that people had been attracted to the course. The introduction of charges could be detrimental to this.

4. Jayne Smith – Arrowe Country Park

Ms Smith was a Member of the Arrowe Park Ladies Golf Club and commented that charges would have a huge impact financially and socially. The club was at full capacity and members did not just participate in golf but other activities such as bridge and it was a lifeline for older ladies who had

lost husbands or partners. The introduction of charges would have a serious impact and be detrimental in encouraging older people to be more active.

The Chair invited questions to Ms Smith from the Committee and her responses included the following comments:

- The club was a lifeline for the older members and a big part of their lives as they went there most days for various activities.

5. Richard Fahy – Eastham Country Park

Mr Fahy commented that he walked his dog in Eastham Country Park, four or five times a week and as an outdoor enthusiast had walked and climbed all over the world. He suggested that the proposed car parking charges were a disgrace and that the revenue raised would be minimal. The Council should have regard to its twenty pledges which included business and the environment as these would be harmed by these proposals. He referred to a scheme for parking charges in Snowdonia, which had been abandoned due to opposition.

The Chair invited questions to Mr Fahy from the Committee and his responses included the following comments:

- He believed that the Snowdon scheme involved consultants and it had been thrown out as it was not considered feasible.

The Chair referred to parking charges at Moel Famua, which had recently doubled and there were car parks around Snowdon which were quite expensive.

6. Pat Gibson-Saxty – Owner of the Mimosa Café, Eastham Country Park

Ms Gibson-Saxty stated that she had lived in her home for 60 years at Eastham and was there before it became a country park. She believed that the soul would be ripped out of the country park if the charges were introduced. She considered that the installation of parking meters would urbanise the country park, it would be official vandalism and the damage would be irreparable. There would be some people who would no longer visit the park if they had to pay.

The Chair invited questions to Ms Gibson-Saxty from the Committee and her responses included the following comments:

- It was difficult to quantify what the impact would be on her business, customers had said they would not come as often.

- She had built her business up since 1971 and did not have any parking on her property, she stated that the repercussions would be long lasting.
- She suggested the need to work together and come up with more creative solutions to raise revenue for the Council.

In response to a question on signage for the car parking charges, Mark Smith, Strategic Commissioner - Environment stated that there would be meter square signs and the process of introducing car parking charges also covered the associated signage required and that this was the final step.

7. Karen James-Hunt – Owner of Eastham Woods Boarding Cattery

Ms James-Hunt described Eastham Country Park as a very unique place in Wirral with five businesses drawing customers from far and wide. Her cattery had customers from Cheshire, North Wales and Merseyside. People visiting the businesses wanted to park outside the business. The car parks did get very busy and there would be an issue of displacement once charges were introduced. She questioned why her customers would have to pay to park to drop off their cats, and informed the committee that no consultation had taken place. There appeared to be no interest in the impact this would have on businesses, their viability and the vitality of the community around them.

The Chair invited questions to Ms James-Hunt from the Committee and her responses included the following comments:

- There would be a risk that her customers would go elsewhere.
- She had lived at Eastham Ferry for over 10 years and the impact on the community would be devastating.

At 6.05pm, the Chair agreed to adjourn the meeting for 5 minutes.

The meeting reconvened at 6.15pm.

Evidence from Cabinet Member's witness – Steve Atkins, Parking Services Manager

Mr Atkins clarified a number of matters which had been referred to during the meeting so far, the 30 per cent reduction figure referred to vehicular trips to country parks not the visiting numbers to the parks and was an estimation based on the experience of where an increase in parking charges had been undertaken and not when completely new charges had been introduced to a particular area. The operational running costs would be £21,000 and the predicted income of £150,000 was net of this figure. The double yellow lines on Station Road at Thurstaston Country Park were already in place and had been repainted.

The Chair invited questions to Mr Atkins from the Committee and his responses included the following comments:

- It was quite difficult to do a detailed model of estimated parking charges income and they had used their best experience to arrive at what he thought would be a conservative estimate of £150,000 income.
- The access road for the caravan park and sailing club at Thurstaston were not Council owned and the impact on these would be monitored as would the impact on Station Road.
- The department did not engage directly with public health but discouraging people from driving might encourage people to use other means of transport, or indeed cycle or walk.
- The £50 per annum annual membership scheme was per household not per vehicle and different payment mechanisms would be explored.
- With the pay and display ticket there was an opportunity to advertise and the possibility of some free advertising for local businesses could be examined.
- A campaign for the annual membership scheme would be organised with the communications and engagement team.
- The impact of charges would be monitored and an appropriate amount of time would be allowed, e.g for customers dropping off cats at a cattery.
- Enforcement officers would visit at appropriate times but not around 3/4 times a day.
- The car parking revenue predictions did take account of reductions in visitor trips.
- Permits could be shared although if somebody passed it on to a family friend they could run the risk of it not being returned.
- The present policy of not charging blue badge holders would remain in place.

(At this point, Councillor Dave Mitchell declared a personal interest as a 'Blue Badge' holder.)

- The permit would cover all four Country Parks.
- Other car parking sites would be monitored as to any effect the implementation of charges might have.
- The only costs to the authority for any advertising on parking tickets would be printing costs.

Summary of the Lead Signatory – Councillor Tom Anderson

Councillor Tom Anderson stated that the Cabinet Member had admitted that he had not spoken to anybody and it was a disgrace that nobody had been consulted. The Council was working in silos and Julie Webster didn't bother to give her views on the impact on public health nor did she know her own department's budget. The charges would lead to social isolation, impact on businesses and cause displacement. There had been no assessment

whatsoever of the potential impact. The Leader of the Council had said that he wanted to be held to account on the 2020 pledges, including, 'older people live well', 'thriving small businesses', 'cultural opportunities for all' and 'Wirral residents lead healthier lives', but he had not had regard to them here. There were choices the Council could make to save money, such as deleting the post of Director of Strategy, discontinuing the Wirral View, not spending money on a feasibility study for a golf course or using some of the £42m in reserves.

Summary of the Cabinet Member – Councillor Stuart Whittingham

Councillor Stuart Whittingham thanked everyone who had attended, he too was passionate about the country park areas. People expect to pay something when they visit a tourist attraction. The initial proposals had been reduced following feedback from residents and businesses. The cuts were due to Government imposed austerity and savings had to be delivered. There was a need to fund services and raise income and if the Council didn't introduce charges the parks would deteriorate and this would be much worse for businesses.

Committee debate

A Member commented that there had been a distinct lack of consultation with the businesses affected by the proposed charging policy either by the Authority or the Cabinet Member. The figures on the likely reduction in visitor numbers were based on guesswork.

Another Member commented that she was pleased the proposed charges had been halved. Had the Government considered all the unintended consequences because of the cuts it was imposing across the country. By 2020 the Government would stop providing the Council with any financial support.

Some Members expressed their disquiet at the lack of consultation with businesses that would be affected, though they understood the need to have to plan to make money to keep the Borough running, especially with the withdrawal of central government funding by 2020. There would be a need to judge the system of charges after 12 months or so to see the impact then.

Another Member commented on the farcical approach to enforcement and the fact that permits could be handed around. There appeared to be a piecemeal approach to the whole proposal.

A Member further commented on the need for the Council to balance its books which it had an obligation to do, whilst making sure the effect on residents was minimal.

It was moved by Councillor Jean Stapleton and seconded by Councillor Warren Ward, that –

“This Committee upholds the decision of the Cabinet taken on 19 June, 2017 in respect of the Car Parking Charges Traffic Regulation Orders.”

It was then moved by Councillor Dave Mitchell and seconded by Councillor Gerry Ellis, that –

“Given the proposed loss of income from Arrowe Park Golf Club, plus the effect on all businesses in areas next to the country parks, and the potential impact it would have on those businesses, plus the amenities that local communities expect, this issue should be taken back to the Cabinet and looked at again.”

A further motion was moved by Councillor Steve Williams and seconded by Councillor David Elderton, that –

“Having listened to evidence the witnesses have provided, the apparent conflict with five of the Council’s 20 Pledges and the damage it would cause to businesses and to Council income, these proposals be referred back to the Cabinet Member for reconsideration of withdrawing this proposal.”

The motion moved by Councillor Steve Williams was put and lost (6:8).

The motion moved by Councillor Dave Mitchell was put and lost (6:8)

The motion moved by Councillor Jean Stapleton was put and carried (8:6).

Resolved (8:6) - This Committee upholds the decision of the Cabinet taken on 19 June, 2017 in respect of the Car Parking Charges Traffic Regulation Orders.

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Business Overview & Scrutiny Committee 19 September 2017

REPORT TITLE	UPDATE ON LIVERPOOL CITY REGION DEVELOPMENTS
REPORT OF	ROSE BOYLAN, POLICY & STRATEGY MANAGER

REPORT SUMMARY

This report sets out a brief overview of latest developments at the Liverpool City Region (LCR), including activity underway to implement the City Region devolution deal.

This matter affects all Wards within the Borough.

This is not a key decision.

RECOMMENDATION/S

Committee is requested to note and comment on latest developments.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

Committee have requested regular updates and consideration of City Region developments.

2.0 OTHER OPTIONS CONSIDERED

2.1 N/a

3.0 LATEST DEVELOPMENTS

A wide range of ongoing activity continues to be delivered.

Further detail can be found here <http://liverpoolcityregion-ca.gov.uk/>

3.1 LCR MAYORAL COMBINED AUTHORITY'S DRAFT '100 DAY PLAN'

The Mayor recently launched the 100 Day Plan with an overview of key progress and activity in his first few months of office. The Plan is structured around five thematic pillars – 'Ambitious; Fair; Green; Connected; and Together' each of which has a four time slices of 25 working days to drive delivery and track progress. Significant delivery of the programme is already underway, particularly with regards to the Single Investment Fund.

A snapshot of some of the activity and developments in recent months includes:

3.2. ECONOMIC GROWTH AND SKILLS

- Delivery of £13.8m Business Support Programme through Growth Hub and ERDF
- Liverpool 2 Deep Water Terminal £1+ billion intermodal infrastructure investment able to service 95% of the world's largest container ships
- Lego & Dong Energy - World's biggest market for offshore wind farm with the largest number of turbines deployed and in planning

Ongoing implementation and activity to support economic growth, including over 100 projects submitted seeking in excess of £300m of Single Investment Fund (SIF). Many more projects will be approved in the coming months, delivery is underway across the LCR

The CA recently agreed capital funding of almost £9 million through its Local Growth Fund (which forms part of the SIF) to support skills and learning opportunities across the LCR, including funding to improve facilities at Wirral Met College.

3.3. BUSINESS AND BREXIT PORTFOLIO

- Activity in recent months includes the development of the Growth Hub which had supported 4,000 businesses; the identification of export opportunities; creating a unified voice across the City Region to generate inward investment; looking at how growth sectors such as digital, creative and science can capitalise on investment; and development of a structured approach to business engagement for SMEs.

- A key focus is the 2018 International Business Festival and how it aims to promote multiple business networks and partners.
- Consideration is also being given to the key factors which could impact upon the City Region as a result of the Brexit vote - including exports and imports, the labour force and access to funding.

3.4. TRANSPORT PORTFOLIO

Key strategic rail issues include the High Speed Rail development and engagement with HS2 Ltd, Transport for the North and National Infrastructure Commission to make the case for the new West-East rail link. There is an ongoing focus on the commitment to improve local rail connectivity, including continuing to make the case for cross-boundary rail improvements through Wales and Borders, and the introduction of the new Merseyrail fleet in 2020.

Recent achievements include the successful delivery of the Wirral rail line track improvements which have been completed on time. Further improvements to the network include the scheduled improvements to Lime Street Station. The first phase of this work will begin on the 30th September 2017 and end on the 22th October 2017. A further station closure is planned for Phase Two of the work in summer 2018.

3.5. HEALTH, ADULTS SERVICES AND CHILDREN'S SERVICES PORTFOLIO

A wide range of developments and activity are underway to consider how the LCR can address significant health and social care challenges - working with community and statutory partners and wider partners, such as employment, skills, economy and housing to expand on the wider determinants of health.

Focus is on the potential for greater collaboration and partnership working with the NHS and Local Authorities to improve the quality of service and reduce costs, developing a joined up service across health and care and improving access for patients, improving outcomes for individuals and enabling them to stay at home for longer.

4.0 FINANCIAL IMPLICATIONS

The Devolution arrangements propose the devolution of resources to the City Region.

5.0 LEGAL IMPLICATIONS

5.1 N/a

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

At this time, no additional cost is expected to be incurred by LCR local authorities as a result of the new arrangements to deliver the devolution deal.

7.0 ENGAGEMENT/CONSULTATION

Wirral, along with City Region partners, continues to brief members and officers; circulate information and raise awareness of LCR developments through a range of methods.

8.0 EQUALITY IMPLICATIONS

There are no direct equality implications associated with this report as it deals with the issue of devolution at a strategic level. Equality analysis will be carried out as part of the detailed implementation as appropriate.

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SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet	12 July 2013
Cabinet	8 August 2013
Cabinet and Council	19 September 2013
Cabinet and Council	10 March 2014
Council	19 November 2015
P&P Regeneration & Environment Committee	18 January 2016
P&P Regeneration & Environment Committee	2 March 2016
Council	13 September 2016
Cabinet	14 November 2016
Council	8 December 2016
Business Overview & Scrutiny Committee	6 December 2016
Business Overview & Scrutiny Committee	24 January 2017
Business Overview & Scrutiny Committee	29 March 2017
Business Overview & Scrutiny Committee	4 July 2017



Business Overview & Scrutiny Committee 19 September 2017

REPORT TITLE:	LIVERPOOL CITY REGION COMBINED AUTHORITY – OVERVIEW & SCRUTINY COMMITTEE UPDATE
REPORT OF:	THE CHAIR OF THE COMMITTEE

REPORT SUMMARY

This report is to give Members an overview the work of the Liverpool City Region Combined Authority Overview & Scrutiny Committee.

RECOMMENDATION/S

1. Members are requested to note the contents of the report which provides an update on the developments of the Liverpool City Region Combined Authority Overview & Scrutiny Committee.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

To ensure members of the Business Overview & Scrutiny Committee are updated on the developments of the Liverpool City Region Combined Authority Scrutiny Panel.

2.0 OTHER OPTIONS CONSIDERED

Not Applicable

3.0 BACKGROUND INFORMATION

3.1 The Liverpool City Region Combined Authority (LCRCA) consists of the six local authority areas covering Halton, Knowsley, St Helens, Sefton, Liverpool and Wirral. Membership includes the Liverpool City Region Metro Mayor, five local authority leaders of Halton, Knowsley, Sefton, St Helens and Wirral Councils, the elected Mayor of Liverpool City Council and the Chair of the Local Enterprise Partnership.

3.2 The LCRA is a strategic authority with powers over transport, economic development and regeneration. Transport policy of the combined authority is delivered by the Merseytravel functional body. The Combined Authority also works with the Liverpool City Region Local Enterprise Partnership to promote and deliver economic growth and to ensure that the views of businesses are represented in strategic decision making.

3.3 To hold the Elected Mayor Combined Authority to account, the Overview & Scrutiny Committee will:

- Provide 'critical friend' challenge to policy and strategy development;
- Undertake scrutiny reviews into areas of strategic importance for the people of the Liverpool City Region; and
- Monitor the delivery of the Authority's strategic plan.

4.0 APPOINTMENTS TO THE SCRUTINY PANEL 2017/18

Each Constituent Council has now appointed members of that constituent Council to the Liverpool City Region Combined Authority Overview & Scrutiny Committee. The Overview & Scrutiny Committee for 2017/18 is made up of 20 Members as follows:

- 3 Members from each constituent council.
- 1 Member from the largest opposition party as calculated across the LCR geography as directed collectively by the largest opposition party.
- 1 Member from the second largest opposition party as calculated across the LCR geography as directed collectively by the second largest opposition party.

4.1 The membership of the LCRCA Overview & Scrutiny Committee for 2017/18 is detailed in the table below:

Cllr. Mike Sullivan (Labour) Cllr. Anita Leech (Labour) Cllr. Tom Anderson (Conservative)	Wirral
Cllr. Paula Murphy (Labour) Cllr. Daniel Terence Lewis (Labour) Cllr. Carla Thomas (Labour)	Sefton
Cllr. Carl Cashman (Liberal Democrats) Cllr. Tony Brennan (Labour) Cllr. Sarah Spall (Labour)	Knowsley
Cllr. Alan Dean (Labour) Cllr. Patrick Hurley (Labour) Cllr. Laura Robertson-Collins (Labour)	Liverpool
Cllr. David Baines (Labour) Cllr. Martin Bond (Labour) Cllr. Janet Johnson (Labour)	St. Helens
Cllr. Kevan Wainwright (Labour) Cllr. Pauline Sinnott (Labour) Cllr. Bill Woolfall (Labour)	Halton
Cllr. Denise Dutton (Conservative) <i>Member from the largest opposition party as calculated across the LCR geography as directed collectively by the largest opposition party.</i>	Sefton
Cllr. Sue McGuire (Liberal Democrats) <i>Member from the second largest opposition party as calculated across the LCR geography as directed collectively by the second largest opposition party.</i>	Sefton

5.0 SCRUTINY INDUCTION DAY

A scrutiny induction day was held on 19th July 2017 which provided all Members of the Overview & Scrutiny Committee an introduction to the LCRCA and the progress made in 2016/17, the constitution of the Combined Authority and the work of the Overview & Scrutiny Committee.

- 5.1 Members noted that three key Task & Finish scrutiny reviews have been carried out. These are:
- Review of European Funding
 - Review of Affordable Transport (Short-hop fares)
 - Review of Apprenticeships in the Liverpool City Region
- 5.2 Members were also briefed on the key agenda items that were considered at meetings of the former LCRCA Scrutiny Panel meetings. These included:
- LCR Growth Plan and Strategic Economic Plan
 - Transport for Growth Plan
 - Potential Devolution of Powers and Resources
 - The Devolution Deal
 - Governance Review Arising out of Devolution Deal
- 5.3 In relation to work programme planning, it was agreed to have a dedicated session to identify items for the work programme. This session is scheduled for the 13th September and the outcomes from this session will be presented to Members as part of this agenda item.

6.0 OVERVIEW & SCRUTINY MEETING – 26th JULY 2017

6.1 The Overview & Scrutiny Committee last met on 26th July, 2017. A summary of the key actions / outcomes from this meeting is detailed below

6.2 Appointment of the Chair / Vice Chair

It was agreed for Cllr. Sue McGuire (Labour, Sefton) to be appointed as Chair of the Overview & Scrutiny Committee, with Cllrs. Paula Murphy (Labour, Sefton) and Kevan Wainwright (Labour, Halton) appointed as Vice-Chairs.

6.3 Appointments to the LCRCA Audit Committee

Cllrs. Denise Dutton (Conservative, Sefton), Paula Murphy (Labour, Sefton), Carla Thomas (Labour, Sefton) and Carl Cashman (Liberal Democrats, Knowlsey) were appointed to the LCRCA Audit Committee.

6.4 Scrutiny Work Programme

To help inform Members to develop the committee's work programme, the LCRCA Metro Mayor was invited to the meeting to present the Combined Authority's 100 day plan. The link to the plan is below:-

<http://liverpoolcityregion-ca.gov.uk/100-day-plan>

Members agreed to share work programme ideas and consider priorities in preparation for the work programme planning session which has been scheduled for 13th September. An update from this session will be provided in conjunction with this agenda item.

7.0 FINANCIAL IMPLICATIONS

Not Applicable

8.0 LEGAL IMPLICATIONS

Not Applicable

9.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

The delivery of the scrutiny work programme will be met from within existing resources.

10.0 RELEVANT RISKS

Not Applicable

11.0 ENGAGEMENT/CONSULTATION

Not Applicable

12.0 EQUALITY IMPLICATIONS

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

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APPENDICES: None

REFERENCE MATERIAL

SUBJECT HISTORY (last 3 years)

Council Meeting	Date

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Business Overview and Scrutiny Committee 19 September 2017

REPORT TITLE:	2017/18 QUARTER 1 WIRRAL PLAN PERFORMANCE
REPORT OF:	DIRECTOR FOR BUSINESS SERVICES (ASSISTANT CHIEF EXECUTIVE)

REPORT SUMMARY

This report provides the 2017/18 Quarter 1 (April – June 2017) performance report for the Wirral Plan pledges under the remit of the Business Overview and Scrutiny Committee. The report, which is included as Appendix 1, provides a description of the progress in Quarter 1 as well as providing available data in relation to a range of outcome indicators and supporting measures.

Quarter One Wirral Plan Performance Summary

- The number of jobs created and safeguarded via Invest Wirral has exceeded target in Quarter 1.
- The latest quarterly data shows there has been a 1.1% improvement in Wirral’s employment rate from 69.7% to 70.8%. This rate of improvement far exceeds the benchmarked national and regional data areas which realised just 0.2% improvement this quarter.
- The percentage of working age people claiming out-of-work benefits (economic in-activity) performance continues to improve reducing by 0.2% since the last published dataset.
- The number of visitors to Wirral has continued to improve. Performance for 2016 was published during Quarter 1 2017-18 and has confirmed total visitor numbers have increased in Wirral by an average of 5.75% p.a. since 2014.
- The 2016 data also shows a continued increase in the value of Wirral’s tourism economy which has grown by an average increase of 6.4% per year since 2014.
- The Wirral Slab track renewal project has been completed on time and to budget. The project was part of a £340 million investment in rail infrastructure and services up to 2019.
- The £6.4 million Docks Bridges project is on track and the new ‘C’ bridge is now complete and open to road traffic. Work on ‘A’ bridge will commence in Quarter 2 with completion on track for January 2018.

- Latest data for the number of people killed or seriously injured in road traffic accidents shows an improving picture on 2016/17.

RECOMMENDATION/S

That the Business Overview and Scrutiny Committee note the content of the report and highlights any areas requiring further clarification or action.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To ensure Members of the Business Overview and Scrutiny Committee have the opportunity to scrutinise the performance of the Council and partners in relation to delivering the Wirral Plan.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 This report has been developed in line with the approved performance management framework for the Wirral Plan. As such, no other options were considered.

3.0 BACKGROUND INFORMATION

- 3.1 The Wirral Plan is an outcome-focussed, partnership plan which has 18 supporting strategies that set out how each of the 20 pledges will be delivered. For each pledge, a partnership group has been established to drive forward delivery of the action plans set out in each of the supporting strategies.
- 3.2 A Wirral Plan Performance Management Framework has been developed to ensure robust monitoring arrangements are in place. The Wirral Partnership has a robust approach to performance management to ensure all activity is regularly monitored and reviewed.
- 3.3 Data for the identified indicators is released at different times during the year. As a result of this, not all Pledges will have results each quarterly reporting period. Some indicators can be reported quarterly and some only on an annual basis. Annual figures are reported in the quarter they become available against the 2017/18 year end column.
- 3.4 For each of the indicators, a trend is shown (better, same or worse). In most cases, this is determined by comparing the latest data with the previous reporting period i.e. 2016/17 year end. In some cases, i.e. where data accumulates during the year or is subject to seasonal fluctuations, the trend is shown against the same time the previous year. This is indicated in the key at the end of the report.
- 3.5 For some indicators, targets have been set. Where this is the case, a RAGB (red, amber, green, blue) rating is provided against the target and tolerance levels set at the start of the reporting period, with blue indicating performance targets being exceeded.
- 3.6 All Wirral Plan performance reports are published on the performance page of the Council's website. This includes the high level Wirral Plan overview report and the detailed pledge reports which include updates on progress on all activities set out in the supporting strategy action plans. The link to this web page is set out below:

3.7 Each of the Wirral Plan Pledges has a Lead Commissioner responsible for overseeing effective delivery. The Lead Commissioners for the Pledges in the report at Appendix 1 are as follows:

- Greater job opportunities in Wirral – Alan Evans
- Workforce skills match business needs – Alan Evans
- Increase Inward Investment – Alan Evans
- Thriving small businesses – Alan Evans
- Vibrant Tourism Economy – Alan Evans
- Transport and technology infrastructure fit for the future – Mark Smith
- Assets and buildings are fit for purpose for Wirral's businesses – Alan Evans

4.0 FINANCIAL IMPLICATIONS

4.1 There are no financial implications arising from this report.

5.0 LEGAL IMPLICATIONS

5.1 There are no legal implications arising from this report.

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

6.1 There are none arising from this report.

7.0 RELEVANT RISKS

7.1 The performance management framework is aligned to the Council's risk management strategy and both are regularly reviewed as part of corporate management processes.

8.0 ENGAGEMENT/CONSULTATION

8.1 The priorities in the Wirral Plan pledges were informed by a range of consultations carried out in 2015 and 2016 including the Wirral resident survey.

9.0 EQUALITY IMPLICATIONS

9.1 The Wirral Plan equality impact assessment can be found at:
<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2014-15/chief>

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APPENDICES

Appendix 1: Wirral Plan – 2017/18 Quarter 1 Pledge Reports

REFERENCE MATERIAL

N/A

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Business Overview and Scrutiny Committee	13 September 2016
Business Overview and Scrutiny Committee	29 November 2016
Business Overview and Scrutiny Committee	29 March 2017
Business Overview and Scrutiny Committee	4 July 2017

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Appendix 1

Wirral Plan Business Theme 2017-18 Quarter 1 Reports

Wirral Plan 2020

Growth Plan

Overview from Lead Cabinet Member

Delivery of the Growth Plan continues to progress well with all planned activities on track and Quarter 1 pledge indicators and measures improving and meeting targets. Highlights for the quarter include the increase in Wirral's employment rate and a continued decrease in the number of people claiming out of work benefits; indicating our pledge to improve job opportunities for our residents and drive business growth is making progress.

Key highlights for Quarter 1 include:

- Our Ways to Work and Health Related Worklessness Programmes driving unique approaches to community engagement with the launch of community campervan, Penny the Job Coach, travelling around the local neighbourhoods on a weekly basis, offering employability advice and guidance and enabling local residents who are out of work to hop on board to access the service; and the growing success of our network of 'community connectors' out and about daily, door-knocking and reconnecting individuals with their neighbours and local services to tackle social isolation.
- Appraisal successes for two major skills infrastructure funding applications at Stage One of the Combined Authority Strategic Investment Fund process resulting in strong partnership work to bring forward completion and submission of Second Stage bids. The Advanced Engineering Skills Factory and Maritime Knowledge Hub will support our current and future workforce to develop the most up to date, relevant industry led skills, enabling competitive growth in our key sectors.
- Work continues at pace in gainful collaboration with Wirral Chamber, Mersey Maritime and City Region partners to progress our Place Marketing activities resulting in key relationships formed with businesses and international intermediary organisations covering France, Spain, Netherlands, Korea, USA and China. Wirral now offers a compelling package of support as part of a strategy to strengthen the Maritime and low carbon sectors; recently securing Glasgow based Stream Marine Training who will invest up to £1.5m in new facilities at Tower Quays, creating up to 25 new jobs.
- The new Wirral Business Support Service launched on 1st June bringing commercial skills and expertise to assist the Wirral Partnership in achieving Wirral Growth Plan Business Pledge outcomes at pace offering a range of frontline services directly to Wirral businesses to help them grow and prosper.

During Quarter 2 we will continue to progress our business plans for key capital projects at Wirral Waters with partners, with Stage 2 Combined Authority Strategic Investment Fund application appraisal outcomes and Wirral Waters Investment Fund bids expected summer 2017.

Greater job opportunities in Wirral

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Wirral Plan Indicator	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend (See Key)	Comment
Increase the number of jobs created and safeguarded via Invest Wirral	Quarterly Higher is better	970 2014-15		2,081	Blue Actual: 261 Target: 243		Better	Performance between April and June 2017 has exceeded target; we have also significantly improved on our achievement for the same period last year (74).
Increase the employment rate in Wirral	Quarterly Higher is better	66.7 2014- 15	England: 74.4 (Apr 16 - Mar 17) North West: 71.8 (Apr 16 - Mar 17)	69.7	70.8		Better	There has been a 1.1% improvement this quarter (previously 69.7%); this rate of improvement far exceeds the benchmarked national and regional data areas which realised just 0.2% improvement this quarter, thereby reducing the gap.
Supporting Measure	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend	Comment
Percentage of working age people claiming out-of-work benefits (economic in-activity)	Quarterly Lower is better	13.40% 2014-15	England: 8.10% (Nov 2016) North West: 10.10% (Nov 2016)	12.20%	12.00%		Better	Performance continues to improve – the total of working age people claiming out of work benefits has reduced by 0.2% since the last published dataset.

Workforce skills match business needs

Wirral Plan Indicator	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend (See Key)	Comment
Reduce the Employer Skills Gap in Wirral	Annual Lower is better	15.0% 2015					n/a	This indicator is bi-annual and does not report this year.

Increase inward investment

Wirral Plan Indicator	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend (See Key)	Comment
Total investment secured into Wirral developments	Annual Higher is better	£38,044,660 2014-15		£107,536,957			n/a	Annual indicator which reports at year end.
Gross Value Added per head of population	Annual Higher is better	£12,482 2013	England: £26,159 (2015) North West: £21,867 (2015)	£14,523			n/a	Annual indicator which reports at year end.

Thriving small businesses

Wirral Plan Indicator	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend (See Key)	Comment
Deliver a net additional 250 new businesses over the life of this Plan	Annual Higher is better	7,400 2014-15		8,425			n/a	Annual indicator which reports at year end.

Vibrant tourism economy

Overview from Lead Cabinet Member

Progress has been made in Quarter 1 on the delivery of the Vibrant Tourism Economy pledge with Cabinet approval for the new Wirral Visitor Economy Strategy and its launch. Work started during 2015/16, the first year of the Wirral Plan, when a detailed research study was commissioned and undertaken throughout 2016 in three phases (spring summer and autumn). The study helped to evaluate the motivations & perceptions of both current and potential visitors, as well as the needs of local tourism businesses via the established Wirral Visitor Economy Network, in order to better inform the new strategy. Delivery to achieve sustained success will continue over the coming year with additional supporting measures including an expanded action plan of activities to enhance the local visitor economy of Wirral. The new strategy forms one of the five key elements within the Wirral Growth Plan.

Quarter 1 – key outcomes;

- Wirral's visitor economy statistics for 2016 have been confirmed and show an increase in both the tourism economy and visitors, which exceed expectations for the second year running, and highlight the importance of a comprehensive programme of events across Wirral in 2016 including the first ever River of Light Festival in partnership with Culture Liverpool (i.e. a continuous increase year-on-year in the borough's visitor economy has also been noted since 2011 totalling an additional £113million).
- Cabinet approval for the new Wirral Visitor Economy Strategy was confirmed.
- Contractual arrangements and commencement of the new contract with the Wirral Chamber of Commerce as the newly commissioned delivery agent were agreed.
- The strategy was launched in partnership with the new delivery agent.
- Progress has been made with the creation of a new Wirral Visitor Economy Board to help steer and drive strategic delivery.
- Delivery of the Wirral element of the Mersey River Festival, including the Armed Forces Day Dinner at Wallasey Town Hall, in partnership with Culture Liverpool (i.e. awaiting confirmation of total visitor numbers and economic impacts).
- Council staff were successfully transferred to the new delivery agent.

Quarter 2 – proposed outcomes;

- Establish the new Wirral Visitor Economy Board (WVEB).
- Support the new WVEB and delivery agent with the development of a detailed action plan to aid strategic delivery.
- Source market intelligence and commission research as required to inform a hotel development strategy for Wirral.
- Develop strategic partnerships to strengthen Wirral's tourism offer including external organisations.

Wirral Plan Indicator	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend (See Key)	Comment
Increase visitor numbers each year based on the 2014 baseline (m)	Annual Higher is better	7.59 2014		8.20		8.50	Better	Performance for 2016 was published during Quarter 1 2017-18: and has confirmed total visitor numbers have increased in Wirral by an average of 5.75% p.a. since 2014. This data comes from Global Tourism Solutions via the Local Enterprise Partnership. It is based on the STEAM model which quantifies the local economic impact of tourism, from both staying and day visitors using a range of visitor economy measures.
Increase value of tourism economy by at least 5% each year (£m).	Annual Higher is better	£355.00 2014		£385.80		Green Actual: £402.40 Target: £391.90	Better	Performance for 2016 was published during Quarter 1 2017-18: and has confirmed an average increase of 6.4% p.a. since 2014. This data comes from Global Tourism Solutions via the Local Enterprise Partnership. It is based on the STEAM model which quantifies the local economic impact of tourism, from both staying and day visitors using a range of visitor economy measures.

Supporting Measure	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend	Comment
Increase hotel occupancy by 5% by 2020	Annual Higher is better	77.75 2016					n/a	Annual indicator which reports at year end.
Increase the visitor economy network membership from 85 members in 2016	Annual Higher is better	85 2016					n/a	Annual indicator which reports at year end.

Transport and technology infrastructure fit for the future

Overview from Lead Cabinet Member

The Connecting Wirral Transport Strategy (CWTS) Steering Group has continued to work well together to share initiatives, encourage input and deliver the outcomes of this strategy. In recognition of the importance of the input from the wider community and businesses, additional members have joined the group from Quarter 2 onwards which will enhance delivery. The majority of indicators are measured annually, however the Quarter 1 indicator regarding reducing the number of people killed or seriously injured is green (note: data is provisional January - March 2017).

Highlights during Quarter 1 include:

- The Wirral Slab track renewal project has been completed on time and to budget. The project was part of a £340 million investment in rail infrastructure and services up to 2019.
- The £6.4 million Docks Bridges project is on track and the new 'C' bridge is now complete and open to road traffic. Work on 'A' bridge will commence in Quarter 2 with completion on track for January 2018.
- We have worked with Ipsos MORI to undertake surveys with over 3300 households to evaluate their views regarding our Highways and Transport Services. Results are anticipated in autumn 2017. This survey will enable us to assess resident satisfaction with our services, and also compare our performance against national figures.
- The first stage of the study to ensure that transport supports wider regeneration proposals has now been completed. This is a key piece of work to support the development of key infrastructure required to support Wirral's growth aspirations. During Quarter 2 we will consider the recommendation of this study and start to develop further proposals to ensure our transport is fit for the future. We have also submitted several funding applications to the Combined Authority to develop feasibility studies for major infrastructure.
- The second consultation phase for the Wirral Bus Review has been completed and work is ongoing now to finalise the network by the end of July for implementation early September 2017.

During Quarter 2 we will focus on:

- Developing the Highway Maintenance Policy and Highway Infrastructure Asset Management Strategy to support the Council to deliver an efficient and effective approach to management of highway infrastructure assets.
- Producing a Strategic Transport Framework to support the Council's Strategic Regeneration Framework to ensure infrastructure proposals support regeneration timeframes.
- Consulting on the Liverpool City Region (LCR) Rights of Way Improvement Plan to improve the local network for everyone to use.

Wirral Plan Indicator	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend (See Key)	Comment
Increased the volume percentage of people cycling	Annual Higher is better	0% (index for 2013/14)		19%			n/a	Annual indicator which reports at year end.
Reduce the number of people killed or seriously injured in road traffic accidents	Quarterly Lower is better	140 2014- 15	English Metropolitan Authorities: 107 (2013-15) North West: 90 (2013-15)	122	Green Actual: 25 Target: 23		Better	Due to time required for checking and processing the data reported for this quarter are the provisional Police Statistics recorded between January and March 2017. Quarter 1 2017-18 has seen a continuing improvement in performance data when compared to the same Q1 period over the last two years (29 - 2016/17, 38 - 2015/16). The Partnership have undertaken several events during this time and more are planned between April and June which may influence a further improvement in the number of casualties experienced during the next quarter. These include engagement activities with car drivers and vulnerable road users such as at the Bikeathon event, at Shippons Pub Charity event and on Chester High Road. We are acutely aware that a partnership approach is required to improving safety for our residents and we recognise that a combination different approaches is required, such as infrastructure improvements such as those for pedestrians and cyclists which are being delivered through our Sustainable Transport Enhancement Programme (STEP), and engagement programmes such as Mind Your Business project working with local businesses.
Maintain the condition of Wirral's strategic network – Principal Roads	Annual Lower is better	1.40% 2014- 15	English Metropolitan Authorities: 4.00% (2015-16) North West: 4.00% (2015-16)	1.40%			n/a	Annual indicator which reports at year end.
Maintain the condition of Wirral's strategic network – Non-principal Roads	Annual Lower is better	2.20% 2014- 15	English Metropolitan Authorities: 5.00% (2015-16) North West: 5.00% (2015-16)	1.30%			n/a	Annual indicator which reports at year end.

Supporting Measure	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend	Comment
% levels of satisfaction overall with transport and highway services.	Annual Higher is better	56.7% 2015-16	National Highways and Transport Survey: 55.0% (2016)	57.0%			n/a	The National Highways and Transport Network Public Satisfaction Survey (NHT PSS) will report again in Quarter 3.
Increase levels of public satisfaction with public transport	Annual Higher is better	64% 2015-16	National Highways and Transport Survey: 60% (2016)	65%			n/a	The National Highways and Transport Network Public Satisfaction Survey (NHT PSS) will report again in Quarter 3.
Increase levels of public satisfaction with walking/cycling facilities	Annual Higher is better	56% 2015-16	National Highways and Transport Survey: 56% (2016)	56%			n/a	The National Highways and Transport Network Public Satisfaction Survey (NHT PSS) will report again in Quarter 3.
Travel Training – Number of successfully travel trained young people (Integrated Transport)	Annual Higher is better	26 2014-15		15			n/a	Annual indicator which reports at year end.

Assets and buildings are fit for purpose for Wirral's businesses

Overview from Lead Cabinet Member

It has been acknowledged that Asset activity during Q1 has been exceptional across a range of departments; with significant activity being evidenced throughout the Councils' Asset Strategy. Increasing links have been made between operational activities and strategic decision making, i.e. Wirral Growth Plan, Strategic Regeneration Framework and Asset Strategy; which in turn inform the specific work streams including the Area Reviews, The One Public Estate and the Civic Hub.

Strong project management is now in place for Asset related projects, adding pace and focus to those activities required to deliver the Wirral pledges. Governance is strong across the Asset Boards, ensuring clear identification of outcomes accountability.

Wirral Growth Company (PropCo) is in the Official Journal of the European Community (OJEU) stage of procurement. This is the publication in which all tenders from the public sector which are valued above a certain financial threshold according to EU legislation, must be published, with all of the documentation accessible to potential Joint Venture (JV) partners.

Wirral Plan Indicator	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend (See Key)	Comment
£m Income generation from investment properties and underperforming space	Annual Higher is better	£1.6 2015-16		£1.6			n/a	Annual indicator which reports at year end.
£m Capital Receipts generated by the disposal of Wirral Council's surplus assets	Annual Higher is better	£1.28 2015-16		£2.87			n/a	Annual indicator which reports at year end.
Commercial asset space available for release (m2)	Annual Higher is better	5,711 2015-16		78,483			n/a	Annual indicator which reports at year end.

Supporting Measure	Indicator	Wirral Plan Start	Benchmark Data	Year End 2016-17	2017-18 Q1	Year End 2017-18	Trend	Comment
Reduction in Wirral Council's corporate emissions of carbon dioxide (CO2) due to energy use (tonnes)	Annual Lower is better	31,999 2013-14		30,446			n/a	Annual indicator which reports at year end.
Number of multi-use of assets through shared / alternative use	Annual Higher is better	4 as at April 2016		6			n/a	Annual indicator which reports at year end.

Report Key

Trend - Performance is shown as Better, Same or Worse compared with the last reporting period except for: Increase the number of jobs created and safeguarded via Invest Wirral and Reduce the number of People Killed or Seriously Injured in road traffic accidents which are compared with same period the previous year.

Target - Where targets apply, these are shown as either Blue, Green, Amber, Red based on the agreed tolerance range for individual measures.

Action - These are shown as either:

- Green (on track to deliver on time)
- Amber (off track but action being taken to deliver on time)
- Red (off track and won't deliver on time)

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**Business Overview and Scrutiny Committee
19 September 2017**

REPORT TITLE:	FINANCIAL MONITORING REPORT QUARTER 1 2017/18
REPORT OF:	ASSISTANT DIRECTOR: FINANCE

REPORT SUMMARY

This report sets out the financial monitoring information for Business in a format consistent across the Overview & Scrutiny Committees. The report provides Members with detail to scrutinise budget performance for this area of activity. The financial information is at close of quarter 1 2017/18.

Information has been drawn from the relevant sections of the most recent Cabinet revenue and capital monitoring reports and combined with additional relevant service information to produce a bespoke report for this Overview & Scrutiny Committee. The report includes the following:

- Performance against the revenue budget (including savings, income and debt)
- Performance against the capital budget

RECOMMENDATION/S

- 1 The quarter 1 revenue forecast overspend of £0.1 million be noted.
- 2 The performance of the capital projects within this area be noted.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

1.1 To provide members with details of the financial performance of the Overview and Scrutiny Committee's area.

2.0 OTHER OPTIONS CONSIDERED

2.1 Not applicable

3.0 BACKGROUND INFORMATION

3.1 PERFORMANCE AGAINST REVENUE BUDGETS QUARTER 1 (APRIL 2017- JUNE 2017)

3.1.0 CHANGES TO THE AGREED BUDGET

3.1.1 The 2017/18 Budget was agreed by Council on 6 March 2017. Any increase to the overall Council Budget (but not use of the existing budget contingency) requires agreement by full Council. Changes to the Budget since it was set are summarised in Table 1.

Table 1: 2017/18 Original & Revised Net Budget by Wirral Plan Themes

	Original Net Budget	Proposed Budget Change Quarter 1 Use of Contingency	Proposed Budget Change Quarter 1 Use of Balances	Approved Budget Changes Qtr 1	Revised Net Budget
	£000	£000	£000	£000	£000
Business	37,438	1,500	-	-	38,938
Net Cost of Services	37,438	1,500	-	-	38,938

3.2.0 PROJECTIONS AND KEY ISSUES

3.2.1 The projected outturn position as at the end of June 2017 and Wirral Plan: 2020 Vision Themes updates are detailed in the following sections.

Table 2: 2017/18 Projected Budget variations by Wirral Plan Themes

Directorates	Revised Budget	Forecast Outturn	(Under) Overspend Quarter 1	RAGBY Class	Change from prev
Business	38,938	39,076	138	G	n/a
TOTAL	38,938	39,076	138		0

The report classifies the forecast under/overspends for the above areas using a colour RAGBY rating. The ratings are defined as follows:

- Overspends Red (over +£301k), Underspend Yellow (over -£301k).
- Amber (+£141k to +£300k), Green (range from +£140k to -£140k); Blue (-£141k to -£300k).

3.2.2 Business

- Projected net overspend within Assets of £0.4 million. The on-going costs relating to Old Market House and the Municipal Building plus the requirement to deliver additional savings have largely been offset through the use of £0.5 million from the Revenue Budget Contingency and a re-profiling of the Property Maintenance Programme.
- As referred to under the People- Children Theme the increasing demand pressures are reflected within Legal Services. Increased external legal fees from cases within Children’s Services are projected at £0.7 million.
- A £0.2 million overspend in Traffic and Transport. The shortfall in car parking income of £0.1 million is due to delayed implementation of the increased tariffs and charging at country parks and £0.1 million with the Street Works Permit scheme now expected to be implemented by October 2017.
- Business Services receive income for services provided. These comprise the IT Service Level Agreement with schools, printing services on behalf of schools and for internal functions and support for external organisations such as Edsential and Wirral Evolutions. With the opportunity of schools and others to source services elsewhere there is a potential shortfall in income of £0.7 million with negotiations ongoing.
- At this stage there is a predicted underspend within Treasury Management as a consequence of the on-going use of internal funds to minimise the requirement for external borrowing which defers the need to borrow and delivers one-off savings. These are forecast to be up to £2 million.

3.3.0 IMPLEMENTATION OF SAVINGS

3.3.1 A summary of the position of 2017/18 Business savings at 30 June 2017 is below.

Table 3: Savings Implementation 2017/18 (£000’s)

BRAG	Number of Options	Approved Budget Reduction	Amount Delivered at Q1	To be Delivered
B - delivered	16	19,430	19,430	0
G – on track	7	1,950	1,100	850
A - concerns	1	400	200	200
R - high risk/ not achieved	5	1,900	0	1,900
Total at Quarter 1 2017-18	29	23,680	20,730	2,950

3.3.2 The savings tracker contains an assessment of the 2017/18 savings by the ratings below.

- **Blue:** Represents savings which have already been realised.
- **Green:** Savings on track to deliver.
- **Amber:** Some concerns regarding delivery and will require closer scrutiny and monitoring.
- **Red:** High risk of not being achieved.

3.4.0 INCOME AND DEBT

3.4.1 The table below shows the outstanding debt by Wirral Plan Theme category and then by invoice raised date. This is a different way of showing the debtor information for 2017/18 to make the monitoring report more accessible and informative. At the end of June 2017 total Council arrears stood at £24.7 million with £6.8 million of this relating to Business.

Table 4: Accounts Receivable Outstanding Arrears Analysis

Theme	Less than 30 days	More than 30 days	2016/2017	2015/16	Pre 2015/16	Total at 30.06.17
	£	£	£	£	£	£
Business	2,396,520	750,673	1,042,125	713,111	1,898,175	6,800,604

3.4.2 In accordance with proper accounting practice, income is credited to the relevant financial year's accounts of the service area at the point invoices are raised. A provision for bad debt is maintained and is assessed each year. Should non-payment occur after proceeding through all necessary recovery procedures, any properly authorised write off will be charged against the bad debt provision.

3.5.0 PERFORMANCE AGAINST CAPITAL BUDGETS QUARTER 1 (April-June 2017)

3.5.1 Capital Programme 2017/18 at end of Quarter 1 (30 June)

	Revised Programme	Spend to Date June 2017	Funded by: Council Resources	Funded by: Grants	Business Rates
	£000	£000	£000	£000	£000
Business	38,266	1,893	21,121	13,145	4,000
Total expenditure	38,266	1,893	21,121	13,145	4,000

3.5.2 Spend of £1.1 million has been incurred in the first quarter in respect of the current Dock bridges replacement scheme. This major scheme is largely funded through a Government grant and the extensive works are expected to be completed by early 2018.

3.5.3 Other significant spend includes works to refurbish and update Council Buildings to increase occupancy and make fit for purpose (£0.4 million) and highways related works (£0.2 million).

3.5.4 The Liverpool City Region has allocated £3.1 million of grant support for Sustainable Transport Enhancement Package (STEP) programme for which detailed schemes are presently being prepared.

3.5.5 Within the Programme is an allocation of £10 million for investment in properties. This is closely linked to the progressing Wirral Growth Company

and is intended to fund acquisitions which will, in turn, provide a revenue income stream to the Council.

3.5.6 Further detail of the Capital Programme and spend is contained within Appendix 1 of this report.

4.0 FINANCIAL IMPLICATIONS

4.1 The financial implications of this report are discussed throughout the report. This is essentially a financial monitoring performance update report.

5.0 LEGAL IMPLICATIONS

5.1 The entire report concerns the duty of the Council to avoid a budget shortfall. The Chief Finance Officer has a personal duty under the Local Government Finance Act 1988 Section 114A to make a report to the executive if it appears to them that the expenditure of the authority incurred (including expenditure it proposes to incur) in a financial year is likely to exceed the resources available to it to meet that expenditure.

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

6.1 There are no implications arising directly from this report.

7.0 RELEVANT RISKS

7.1 The possible failure to deliver the Revenue Budget is being mitigated by:

- Senior Leadership Team / Management Teams reviewing the financial position.
- Tracking system of savings options to monitor progress.
- Use of temporary additional support to assist with revenues collection.
- Use of earmarked reserves and General Fund Balance savings risk contingency.

8.0 ENGAGEMENT/CONSULTATION

8.1 No consultation has been carried out in relation to this report.

9.0 EQUALITY IMPLICATIONS

9.1 This report is essentially a monitoring report which reports on financial performance.

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APPENDICES

Appendix 1 – Capital Programme and Funding 2017/18

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Budget Council	6 March 2017
Cabinet – Revenue Monitoring 2017/18 Quarter 1	17 July 2017
Cabinet – Capital Monitoring 2017/18 Quarter 1	17 July 2017

Capital Programme and Funding 2017/18**APPENDIX 1**

Business Theme	Revised Programme £000	Spend to Date £000	Council Resources £000	Business Rates £000	Grants £000	Total Funding £000
Building refurb to increase occupancy	1,198	192	1,198	-	-	1,198
Fund to assist land assembly and resale	468	21	468	-	-	468
Cleveland Street transport depot	490	-	490	-	-	490
Demolish Bebington Town Hall	365	3	365	-	-	365
Demolish former Rock Ferry High School	70	33	70	-	-	70
Demolish Stanley School	5	-	5	-	-	5
Demolish former Foxfield School	11	-	11	-	-	11
Treasury Building	413	117	413	-	-	413
Industrial Estates	150	-	150	-	-	150
Millennium Centre re-modelling	605	85	605	-	-	605
Active travel	30	21	30	-	-	30
Bridges	938	27	788	-	150	938
Highway maintenance	3,035	153	-	-	3,035	3,035
Transport for growth/integrated transport	2,603	26	1,443	-	1,160	2,603
Coast protection	265	1	265	-	-	265
STEP	3,450	-42	365	-	3,085	3,450
Dock bridges replacement	6,445	1,081	1,000	-	5,445	6,445
Replace highways grass cutting machinery	300	103	300	-	-	300

Business Theme (continued)

	Revised Programme £000	Spend to Date £000	Council Resources £000	Business Rates £000	Grants £000	Total Funding £000
Business investment grants	888	47	888	-	-	888
Growth fund	600	-	600	-	-	600
Webcasting	225	-	225	-	-	225
Thermal mapping	42	-	42	-	-	42
Pothole action fund	270	-	-	-	270	270
Street lighting	500	25	500	-	-	500
Car parking	900	-	900	-	-	900
Investment in properties	10,000	-	10,000	-	-	10,000
Wirral Waters Investment Fund	4,000	-	-	4,000	-	4,000
	38,266	1,893	21,121	4,000	13,145	38,266

POLICY INFORM:

Business



Policy Inform - September 2017

The Policy Inform briefings will provide an overview of ongoing and recent national legislation, bills presented to Parliament and emerging policies.

The Policy Inform briefings have been produced specifically to inform Portfolio Holders and Elected Members and will be taken to the relevant Overview and Scrutiny Committees for discussion.

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INTRODUCTION

The Wirral Plan:

A 2020 Vision which sets out a shared partnership vision to improve outcomes for Wirral residents.

The Plan focuses on three key theme areas:



The Wirral Plan Business Theme states:

“Wirral is a place where employers want to invest and businesses thrive.”

Business Policy Briefing:

This policy briefing focuses specifically on policies and legislation relating to the Business Priority and is intended to provide Members of the Business Overview and Scrutiny Committee with the latest position on emerging policy and legislative developments to support the committees work programme and future scrutiny work.

The following table outlines the timetable for the preparation and reporting of policy briefing papers:

Overview & Scrutiny Briefings	
September 2017	This policy briefing will provide an overview of emerging policy and legislation outlined within the Queen’s Speech, with a particular focus on legislation emerging as a result of the UK’s exit from the European Union. This policy briefing will also provide an initial analysis of any opportunities and implications for Wirral as a result of emerging policy and legislation.
November 2017	This policy briefing will provide an update on policy and legislation and will consider relevant opportunities and implications for Wirral.

<p>January 2018</p>	<p>This policy briefing will provide an update on emerging on policy and legislation and will further consider any relevant opportunities or implications for Wirral.</p>
<p>March 2018</p>	<p>This policy briefing will provide an update on emerging on policy and legislation and will further consider any relevant opportunities or implications for Wirral.</p>

The September policy briefing focuses on the key announcements from the Queen’s Speech and provides an overview of emerging policy and legislative developments that have been aligned to the Wirral Plan pledges for consideration.

The Committee may wish to identify specific policy areas to focus upon which are in line with the Committee’s work programme. Detailed briefing papers can be prepared for these subject matters at the request of the Committee which would be in addition to the regular policy briefing papers outlined above.

QUEEN'S SPEECH 2017

On Wednesday 21st June 2017, the Queens Speech was delivered, outlining the Government's programme of legislation and policies for the coming year.

Below is a list of each individual Bill that will have implications for local government that was announced during the speech, including those Bills carried over from the 2016-17 session. The list identifies the Overview and Scrutiny Committee remit that the legislation most closely aligns:

Legislative Plans	Overview and Scrutiny Committee
Repeal Bill	EU Exit - All Committees
Customs Bill	EU Exit - All Committees
Trade Bill	EU Exit - All Committees
Immigration Bill	EU Exit - All Committees
Fisheries Bill	EU Exit - All Committees
Agriculture Bill	EU Exit - All Committees
Nuclear Safeguards Bill	EU Exit - All Committees
International Sanctions Bill	EU Exit - All Committees
Automated and Electric Vehicles Bill	Business
High Speed 2 Phase 2A Bill	Business
Good Mortgages Bill	Environment
Smart Meter Bill	Environment
Draft Domestic Violence and Abuse Bill	Children and Families
Courts Bill	Environment
Data Protection Bill	Business
Draft Patient Protection Bill	Care and Health

Draft Tenants' Fees Bill	Environment
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Additional Bills that have been announced are outlined below. These will be monitored in relation to any emerging implications for Local Government and reported to the relevant Overview and Scrutiny Committee as appropriate.

Additional Legislative Plans
Space Industry Bill
National Insurance Contributions Bill
Travel Protection Bill
Civil Liability Bill
Financial Guidance and Claims Bill
Armed Forces Bill

The Bills relevant to Business are discussed in further detail in this paper.

EU EXIT BILLS

This year's Queen's speech came in the wake of a General Election that left the Conservative Government without a majority. Below are the bills within the 2017 Queen's Speech which directly relate to the EU Exit.

REPEAL BILL

The Repeal Bill will be introduced to repeal the European Communities Act and provide certainty for businesses and individuals; this affects a wide range of laws from workers' rights to the environment. It will allow for a smooth and orderly transition as the UK leaves the EU. This will convert EU law into UK law, this will enable some continuity after what the bill calls "exit day". The UK Parliament will be free to make any future changes to its laws, and where appropriate the devolved legislatures.

It will create temporary powers for Parliament to make secondary legislation, allowing corrections to be made to the laws that do not operate appropriately after exiting the EU. It will also maintain the scope of devolved decision making power immediately after exit and replicate the common UK framework created by EU law.

The Bill includes a clause, "The charter of fundamental rights is not part of domestic law on or after exit day", it is thought this will be opposed by opposition parties. Both Scottish and Welsh governments have said they will try to block the bill, they do not have the power to block Brexit but refusing legislative consent would be difficult for the government.

The Repeal Bill could be an opportunity for local government, if shares of repatriated powers are devolved to local government there is an opportunity to shape legislation.

The Government recognises that the following fields will be particularly affected by Brexit and therefore more extensive legislative intervention will be required at the domestic level.

CUSTOMS BILL

The Customs Bill will ensure that the UK has a standalone UK customs regime on exit. It will establish a degree of flexibility to accommodate future trade agreements with the EU and others. The changes can be made to UK's VAT and excise regimes on exit from the EU, whatever the outcome of negotiations.

It will ensure the government can collect payments of customs duties, tackle duty evasion and administer the customs regime. It will also bring control over the UK's import and export of goods.

TRADE BILL

This Bill will put in place to allow Britain to strike free trade deals with countries around the world while ensuring domestic businesses are protected from unfair trading practices. It will establish an independent trade policy on exit from the EU. It will cement the UK as a leading trading nation, "driving positive global change through trade".

IMMIGRATION BILL

The Immigration Bill will end the free movement of people of EU nationals into the UK and allow the government to control the number of incomers from Europe. However the Bill would still allow the country to attract “the brightest and the best”.

It will allow for the repeal of EU law on immigration (primarily free movement), that will otherwise be saved and converted into UK law by the Repeal Bill. It will also ensure that the migration of EU nationals and their families are subject to relevant UK law upon exiting the EU.

FISHERIES BILL

The Bill will ensure the UK controls access to its waters and sets UK fishing quotas once it has left the EU. It will bring control of its waters back to the UK and allows the government to set its own fishing quotas after Brexit. It is claimed that this will “help ensure prosperity for a new generation of fishermen as well as preserve and increase fish stocks”.

AGRICULTURE BILL

The Agriculture Bill will ensure there is an “effective system” in place to support UK farmers and protect the natural environment after the UK leaves the EU, i.e. leaving the Common Agricultural Policy. It wants to bring about “stability” for farmers.

NUCLEAR SAFEGUARDS BILL

This Bill will ensure a nuclear safeguards regime is established as the UK leaves the EU and Euratom (Brexit may require the UK to leave the auspices of Euratom). The UK continues to meet its international obligations for nuclear safeguards, as applies to civil nuclear material through the International Atomic Energy Agency.

This Bill will give the Office for Nuclear Regulation the powers to take on the responsibilities to meet international nuclear rules.

INTERNATIONAL SANCTIONS BILL

This Bill will ensure that as a permanent member of the UN Security Council, the UK continue to play a central role in negotiating global sanctions to counter threats of terrorism, conflict and the proliferation of nuclear weapons, as well as bringing about changes in behaviour.

This Bill will establish a new UK framework to implement international sanctions on both a multilateral and unilateral basis. It will also return decision making powers on non-UN sanctions back to the UK.

WIRRAL PLAN BUSINESS PLEDGES- POLICY AND LEGISLATIVE DEVELOPMENTS

GREATER JOB OPPORTUNITIES IN WIRRAL

We will provide an increase in the number and range of jobs in Wirral so all our residents can find employment opportunities.

Our Pledge Ambition:

To make progress towards this goal we will see the creation and safeguarding of 5,000 jobs by 2020. We will also seek to increase the number of employers who pay the living wage and will work with partners and others to reduce unemployment and improve access to skills. We will encourage more young people into work who are currently not in employment, education or training.

Outcome Strategy:

1. Ensure that residents furthest away from work have the right support to access employment,
2. Build growth in target sectors such as energy and advanced manufacturing,
3. Work with the Combined Authority (CA) to co-design and then co-commission with DWP the future employment support for harder to reach claimants,
4. Work with the CA to identify strategic employment sites for inclusion in the proposed single city region framework.



Associated Legislation:

Unpaid Work Experience (Prohibition) Bill

Reporting stage: Received its first reading in the House of Lords on the 7th June 2016. A date for its second reading is yet to be announced

The purpose of the Bill is to: To make provision for the prohibition of unpaid work experience exceeding four weeks and for connected purposes.

Concerns and progress so far: There is concern in both houses that banning unpaid internships could reduce the opportunities for young people to gain valuable work experience. Additionally, it is unclear what effect this bill would have on volunteering and other employment law if it were to achieve royal assent.

Associated Legislation:

Employment and Workers' Rights Bill

Reporting stage: The Bill received its first reading in the House of Commons on 19th July 2017. The Bill is scheduled for a second reading on 27th April 2018.

The purpose of the Bill is to:

- Make provision about employment conditions and workers' rights; and for connected purposes.

Concerns and progress so far:

Further details regarding this bill have yet to be published.

Associated Legislation:

National Living Wage (Extension to Young People) Bill

Reporting stage: The Bill received its first reading in the House of Commons on 19th July 2017. The Bill is scheduled for a second reading on 6th July 2018.

The purpose of the Bill is to:

- Extend the National Living Wage to people aged 18 to 24.

Concerns and progress so far:

Further details regarding this bill have yet to be published.

Associated Legislation:

Unpaid Trial Work Periods (Prohibition) Bill

Reporting stage: The Bill received its first reading in the House of Commons on 19th July 2017. The Bill is scheduled for a second reading on 16th March 2018.

The purpose of the Bill is to:

- Prohibit unpaid trial work periods in certain circumstances; and for connected purposes.

Concerns and progress so far:

Further details regarding this bill have yet to be published.

Policy Developments:

The Taylor Review of modern working practices

[LGiU, 02/08/2017](#)

Summary –

This report was commissioned amidst concerns that formal rights and responsibilities of employers and workers were not keeping pace with the growth and impact of new and modern business models. Employment practices need to change in order to keep pace with modern business models. The review addressed 6 main themes:

- Security, pay and rights
- Progression and training
- The balance of rights and responsibilities
- Representation
- Opportunities for underrepresented groups
- New business models.

The review calls on government to adopt the ambition that all work should be fair and decent with scope for fulfilment and development. Despite impact of national living wage and tax credits, there will always be people who are in work but finding it hard to make ends meet.

Technological change will impact work and types of employment and we need to adapt but technology can also offer new opportunities for smarter regulation, more flexible entitlements and new ways for people to organise.

Brief Analysis -

The Review found the best way to achieve better work is not national regulation but responsible corporate governance, good management and strong employment relations within the organisations. It is vital to individuals and the economy that everyone feels they have realistically attainable ways to strengthen their future work prospects and that they can record and enhance the capabilities developed in formal and informal learning.

The Review believes the National Living Wage is a powerful tool to raise the financial base line of low paid workers. However work poverty is not just about pay, it's about guarantee of work from week to week which affects the ability to pay bills and can increase stress and put strain on family life.

Policy Developments:

Work and Pensions Committee Report: Self-employment and the gig economy

[LGiU, 06/06/2017](#)

Summary-

The Work and Pensions Committee's inquiry into self-employment and the 'gig economy' was launched to investigate whether the UK's welfare system adequately supports the growing numbers of self-employed and 'gig economy' workers. An abridged report was recently produced which deals with; the inquiries evidence from companies like Uber, Amazon, Hermes and Deliveroo, and from people who work with them.

Policy Developments Continued:

Work and Pensions Committee Report: Self-employment and the gig economy

[LGiU, 06/06/2017](#)

Brief Summary

- After examining the 'gig economy' evidence of low pay, inflexibility in working time, long hours, instability, and difficulties in taking time off, such as for holiday or for sick leave were all found. It is recommended that an assumption of the employment status of 'worker' by default, rather than 'self-employed' by default are adopted to protect both workers and the public finances; this would put the onus on companies to provide basic safety net standards of rights and benefits to their workers. The Committee also recommends that an incoming government "set out a roadmap for equalising the National Insurance contributions made by employees and the self-employed".

Potential implications for the Wirral Plan as a result of emerging legislation and policy:

There are currently no potential implications as the emerging legislation is in the early stages of development.

The legislation will continue to be monitored and implications will be captured in the next Policy Inform paper which will be published in November 2017.

WORKFORCE SKILLS MATCH BUSINESS NEEDS

To meet the needs of local businesses and attract those interested in investing in Wirral we must develop an appropriately skilled workforce that meets the needs of businesses for the future.

Our Pledge Ambition:

We will work with our partners in education and training to closely align the provision of training offered with the skills businesses will need to develop the borough. We will measure and close this skills gap by 2020.

Outcome Strategy:

Wirral's Growth Strategy – 1. Greater job opportunities in Wirral, 2. Workforce skills match businesses needs, 3. Increase inward investment, 4. Vibrant Tourism Economy.



Associated Legislation

Currently there is no emerging legislation aligned to this Wirral Plan Pledge. The Pledge will continue to be monitored for any developments.

Emerging Policy:

£16 million boost to improve maths skills

DfE, 20/07/2017

Summary –

A £16m million investment to increase the quality of teaching in post-16 maths is part of a major drive to see more students studying the subject after GCSE and ensure Britain's future workforce can compete in the global marketplace post Brexit.

The introduction of a rigorous maths curriculum, new AS & A Level's maths qualifications and high quality "core maths" qualifications are ensuring more young people are leaving education with the skills they need to secure their first job, an apprenticeship or go on to further study.

The investment will boost the capacity of schools, colleges and universities to deliver good quality teaching for post-16 Maths courses including Core, A Level and Further Maths. While maths continues to be the most popular subject at A level, with 88,000 entries in 2017, up 3 per cent on last year, almost three quarters of students with an A*-C in GCSE maths at age 16 choose not to continue studying the subject.

This follows a review by Sir Adrian which made a strong case for the value of maths skills for all students, whichever route they take. He highlights, however, a number of challenges that need to be addressed in order to drive up participation, including tackling the negative perceptions of maths. He has called on government, employers, universities, schools and colleges to take action so that more students choose to study the subject post-16.

Emerging Policy:

Work Local
[LGA, 05/07/2017](#)

Summary –

Research for the Local Government Association (LGA) reveals 17 funding streams managed by eight departments or agencies, spending more than £10 billion a year. Despite this investment, they often fail to meet local need, address economic and social challenges, or make a decisive impact on outcomes for people or places. Therefore, they suggest local areas need more influence and control.

Brief Analysis -

In response, the LGA suggest that a positive vision for an integrated employment and skills service would enable strong, resilient economies where residents contribute to, and benefit from, growth.

The new vision would: devolve funding to respond to local economic needs, provide more personalised, joined-up services and deliver a locally rooted, demand led and integrated approach.

The LGA is now calling on representatives from Local Councils to give their views to help shape the new approach.

Emerging Policy:

12 million people to be caught in skills gap by 2024
[LGA, 05/07/2017](#)

Summary –

The Local Government Association (LGA) has released data predicting that 12 million people will be without a job or be in work that are over-qualified for by 2024. The report calls for new duties on councils to help avoid skill gaps in the workforce.

Brief Analysis -

The LGA argues improving the country's skills bases is an urgent matter as we move towards a Post- Brexit Britain where a skilled migration system can no longer be relied on.

Learning Work Institute (LWI) analysis of official data found that almost 2 million migrants from the European Economic Area are in highly-skilled jobs or are qualified at the equivalent of degree level or higher. By contrast, 790,000 work in low-skilled jobs or have low or no qualifications.

Local Authorities and their partners can more effectively reduce long-term unemployment and the number of young people out of work by targeting support far better than our current complex and fragmented national employment and skills system.

Potential implications for the Wirral Plan as a result of emerging legislation and policy:

There are currently no potential implications as the emerging legislation is in the early stages of development.

The legislation will continue to be monitored and implications will be captured in the next Policy Inform paper which will be published in November 2017.

INCREASE INWARD INVESTMENT

To continue to grow our economy we have to identify local, national and international opportunities to bring more investment into Wirral.

Our Pledge Ambition:

We will increase the borough's gross value added at a faster rate than the regional average and commit to securing £250 million of Private sector investment.

Outcome Strategy:

We will have a clear focus on key growth sectors and aim to become a world class location for investment in those sectors, taking advantage of having one of the UK's strongest small business sectors and our unique geographical position at the Western gateway to UK and Europe.

Associated Legislation

Currently there is no emerging legislation or policy aligned to this Wirral Plan Pledge. The Pledge will continue to be monitored for any developments.



THRIVING SMALL BUSINESSES

Our economy is also supported by entrepreneurs and small businesses.

Our Pledge Ambition:

We will work with our partners and other community groups to deliver net additional 250 new businesses in Wirral over the coming five years. We will make it easier for our small businesses to grow and will work to improve local high streets and our town centre economy.

Outcome Strategy:

1. Create a more dynamic and growth focused business population, 2. Raise the level of business starts; 3. Increase growth aspiration, skills and competence among business leaders; 4. Improve productivity and competitiveness; 5. Encourage diversification into emerging markets; 6. Increase the scale of export activity and the number of businesses that export their goods and services; 7. Promote supply chain development activity in key sectors.



Thriving Small Businesses



Associated Legislation

Currently there is no emerging legislation aligned to this Wirral Plan Pledge. The Pledge will continue to be monitored for any developments.

Policy Development:

New help for small businesses launched

Gov.uk, 01/08/2017

Summary –

A new online tax forum and dedicated webchat service has been launched for small businesses and the self-employed. It is a quick way to get answers to tax questions as well as help with:

- Starting a business
- Support growing a business
- Buying and selling abroad
- Completing tax returns
- Tax credits.

Mel Stride, Financial Secretary to the Treasury and Paymaster General, said “the UK’s 5.4 million small businesses play a vital role in our economy. We want to help businesses get off the ground and support them as they grow...Webchat service will give companies useful hints and tips”.

Potential implications for the Wirral Plan as a result of emerging legislation and policy:

There are currently no potential implications as the emerging legislation is in the early stages of development.

The legislation will continue to be monitored and implications will be captured in the next Policy Inform paper which will be published in November 2017.

VIBRANT TOURISM ECONOMY

We are proud of our home and we will work to promote and grow the borough's tourism offer, making Wirral a place even more people enjoy visiting.

Our Pledge Ambition:

We will review and make best use of our heritage, leisure and cultural assets to drive tourism, the associated creation of jobs and increase revenue for Wirral's visitor economy to £450 million by 2020.

Outcome Strategy:

- 1) Developing Wirral's tourism marketing strategy and positioning the peninsula as an outstanding destination
- 2) Generating greater benefit from conferences, business meetings and events
- 3) Developing Wirral's tourism assets and experiences to increase competitiveness and attract new visitor markets
- 4) Encouraging sustainable and accessible tourism in Wirral.



Associated Legislation

Currently there is no emerging legislation aligned to this Wirral Plan Pledge. The Pledge will continue to be monitored for any developments.

Policy Development:

£200 million boost for rural England

Gov.uk, 29/07/2017

Summary –

Funding for rural businesses that will generate thousands of jobs and provide new support to expand and improve their premises has been announced as part of £200 million grant offer.

This is the latest round of the Rural Development Programme which is currently expected to generate 6,750 new jobs. The grant is to invest in rural tourism developments.

Lord Gardiner, Rural Affairs Minister, said “one in three businesses in this country are based in the countryside and this government is committed to providing the support they need to create a strong and prosperous rural economy.

Potential implications for the Wirral Plan as a result of emerging legislation and policy:

There are currently no potential implications as the emerging legislation is in the early stages of development.

The legislation will continue to be monitored and implications will be captured in the next Policy Inform paper which will be published in November 2017.

TRANSPORT AND TECHNOLOGY INFRASTRUCTURE FIT FOR THE FUTURE

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.

Our Pledge Ambition:

We will use engineering to improve our road networks, to build new cycle routes, improve pedestrian facilities and take advantage of new technology to travel efficiently, safely and sustainably. People will feel confident to change their travel habits and try healthy, environmentally friendly ways of getting around. Residents, business and visitors will know how to get around and where to find information. In a digital economy we will also complete the deployment of a high speed broadband network for more residents and businesses in Wirral with 98% having access by 2017.

Outcome Strategy: Transport

1. Keep traffic moving safely and efficiently
2. Reliable and affordable public transport
3. Encourage healthy active travel
4. Inclusive integrated transport that supports our residents needs

Outcome Strategy: Digital

1. Every resident with the ability and the skills to get the most out of technology to improve their lives
2. Every business benefitting from market-leading technology infrastructure, helping them to open up new markets and compete globally
3. Every public service is joined up, integrated and available online in a way which makes it simple and accessible to get support online.



Associated Legislation:

Data Protection Bill

The Data Protection Bill was announced during the Queens Speech, but has yet to be presented by either House.

The purpose of the Bill is to:

Whilst the Bill has not yet been published, it will propose to make provision for a new data protection law, ensuring that data protection rules are suitable for the digital age and confirming that citizens' data protection rights will be enshrined in UK law after Brexit.

Associated Legislation Continued:

Data Protection Bill

Summary:

While the Bill has not yet been presented as so its specific contents cannot be evaluated, potential implications include the strengthening of citizens' rights, for example to have more control over their personal data including a right to be forgotten when they no longer want their data to be processed.

Associated Legislation:

Automated and Electric Vehicles Bill

Reporting stage: A date for this Bill's first reading has not been announced.

The purpose of the Bill is to: Ensure the UK continues to be at the forefront of developing new technology in electric and automated road vehicles.

The Bill will:

- Allow the regulatory framework to keep pace with the fast evolving technology for electric cars, helping improve air quality
- Provide for the installation of charging points for electric and hydrogen vehicles
- Extend compulsory motor vehicle insurance to cover the use of automated vehicles, to ensure that compensation claims continue to be paid quickly, fairly, and easily, in line with longstanding insurance practice

Concerns and progress so far:

Concerns have been raised regarding the skills gap facing the industry. A recent study conducted on behalf of the IMI (Institute of the Motor Industry) showed that 81% of independent garages found it difficult to recruit technicians with the skills and competences to undertake work on technologically advanced vehicles, such as hybrid and electric cars. Out of 183,869 vehicle technicians in the UK only 2,000 are qualified on EVs and these are all employed in manufactures dealerships.

The lack of competition will exasperate the issue of the skills gap that would be taking place in the market. Manufacturers will train technicians and provide them with the equipment to repair EV and FCEV; this will lead to a group of skilled technicians who can repair the modern vehicles and a large percentage of technicians who have only been trained on the old technology.

This will mean that the market will fail to open up because of high repair and insurance costs. ULEV insurance costs are 50% more expensive than petrol and diesel because of the skills shortage.

Associated Legislation:

High Speed 2 Phase 2A (West Midlands to Crewe) Bill

Reporting stage: A date for this Bill's first reading has not been announced.

The purpose of the Bill is to:

- build and maintain HS2 and its associated works
- compulsorily acquire interests in the land required
- affect or change rights of way, including the stopping-up or diversion of highways and waterways (permanently or temporarily)
- modify infrastructure belonging to statutory undertakers (e.g. utility companies)
- carry out work on listed buildings and demolish buildings in conservation areas
- carry out protective works to buildings and third-party infrastructure
- make necessary changes to existing legislation to facilitate construction and operation of HS2

Concerns and progress so far:

It is hoped that HS2 will reduce overcrowding on the existing network and generate economic growth across the country. However, critics say the project is too expensive (estimated £55.7bn) and will damage the environment.

The Cheshire Wildlife Trust said, 'the proposals could directly or indirectly damage or destroy important sites for nature conservation such as Sites of Special Scientific Interest, Ancient Woodland and Local Wildlife Sites, as well as impacting the coherence of our 'ecological network.'

Associated Legislation:

Digital Economy Act

Reporting stage: The Digital Economy Bill received Royal Assent on 27th April 2017. However, the Bill is currently in the House of Lords to discuss a proposed amendment. The date for the second reading is yet to be announced.

The purpose of the Bill is to:

- A Bill to make provision about electronic communications infrastructure and services
- To provide for restricting access to online pornography
- To make provision about protection of intellectual property in connection with electronic communications
- To make provision about data-sharing
- To make provision about functions of OFCOM in relation to the BBC
- To provide for determination by the BBC of age-related TV licence fee concessions
- To make provision about the regulation of direct marketing
- To make other provision about OFCOM and its functions; and for connected purposes.

Associated Legislation:

Digital Economy Bill

Concerns and progress so far:

The following amendments were agreed by the House of Commons Public Bill Committee:

- The Bill will now include a specific obligation for providers to fix faults with connections within appropriate timescales.
- The Bill will now allow an end-user to terminate a contract on repeatedly failing to meet a specific standard or obligation; this is currently optional.
- Courses of study for qualifications in IT are free of charge for persons in England aged 19 or over.
- A new clause has been inserted to compel the government to report annually on the progress, success and take up of the Universal Service Obligation (USO).
- Suppliers will be obligated to provide consistent upload speeds at a minimum of 2Mbps with the aim of doubling that figure over the next 10 years.

However, Labour's Shadow Minister for the Digital Economy, Louise Haigh, doesn't believe the Bill goes far enough in terms of the USO for broadband (the legal right to every household in the country for 10Mbps by 2020). She believes that by the time the scheme is rolled out the 10Mbps broadband speed will be outdated and leave the UK falling behind in terms of digital infrastructure.

Associated Legislation:

Telecommunications Infrastructure (relief from non-domestic rates) Bill

Reporting stage: This Bill received its second reading in the House of Commons on 10th July 2017. It is scheduled for the committee stage on 5th September 2017.

The purpose of the Bill is to:

- Make provision enabling relief from non-domestic rates in England and Wales to be conferred in respect of hereditaments used for the purposes of facilitating the transmission of communications by any means involving the use of electrical or electromagnetic energy; and for connected purposes.

Associated Legislation:

Bus Services Act

Reporting stage: This Bill received Royal Assent on 27th April 2017.

The purpose of the Bill is to:

- Strengthen arrangements for partnership working in the sector

Associated Legislation Continued:

Bus Services Act

The purpose of the Bill is to:

- Introduce 'enhanced partnerships'. Introduce new franchising powers with decision making at a local level
- Provide for a step change in the information available to bus passengers

Concerns and progress so far:

Clause 21 of the Bus Services Bill initially read as follows:

21 Bus companies: limitation of powers of authorities in England

- (1) A relevant authority may not, in exercise of any of its powers, form a company for the purpose of providing a local service.

However, members of the House of Lords voted to remove clause 21 from the Bill after receiving public criticism. The Clause essentially prevented Local Authorities from setting up and running their own bus companies, and with many currently publicly owned bus companies providing large amounts of revenue for local authority budgets the decision will be welcome news to many councils.

Emerging Policy:

Councils share £75 million for major road improvements

[\(DfT, 01/08/2017\)](#)

Summary

Councils in England have been awarded funding to refurbish bridges, improve junctions and boost flood defences as part of a multi-million government investment. Nineteen projects across the country will receive a share of £75 million of government investment for essential road maintenance.

Councils will now be challenged to put forward schemes which could make a real difference to road users. Successful projects include junction improvements, repairs and resurfacing, flood resilience measures, bridge and viaduct refurbishment, and improved drainage.

For example, certain improvements are expected to cut congestion, journey times and improve reliability, as well as helping to support local businesses and boost economic growth. Named the challenge fund, its one part of the £6.1 billion being provided to local highway authorities in England, outside London, between 2015 to 2016 and 2020 to 2021 to help keep the country moving and the economy growing.

Emerging Policy:

Investing in Cycling and Walking: Rapid Evidence Assessment

[LGiU, 26/06/2017](#)

The Local Democracy Think Tank (LGiU) has created a briefing summarising a review of evidence by Department of Transport on investing in cycling and walking. The review centres around the issues and barriers relating to commuting by bicycle and on foot. It also investigates the benefits of different types of investment in this field.

The Department of Transport's review covers issues such as trip rates, health, absenteeism and local economies. It concludes that the limited evidence available currently on the impact of investing in walking and cycling makes it more difficult to make a case for future investment. The research also highlights the benefits of merging capital and revenue spending as projects which combine infrastructure improvements with behaviour change interventions are likely to be more effective.

Emerging Policy:

Huge economic boost for the North of England as Transport Secretary confirms HS2 routes

[\(DfT, 17/07/2017\)](#)

Summary

The Transport secretary confirms high speed rail lines between Birmingham, Manchester, Liverpool, Leeds, Sheffield and the East Midlands. The decision is set to bring massive economic boost to the relevant city regions. It is also expected to free up thousands of extra seats and additional services and also free up local routes by new high speed train line.

Brief Analysis

The new connection will all be linked to London by the same line. The economic boost for the North and the Midlands will be sought by increasing productivity and creating new business opportunities. Recent research also indicates the impact of HS2 potentially meaning more than double rush hour seats from Manchester Piccadilly towards Stoke and Crewe; and from Leeds towards Wakefield. The announcement means journeys from Birmingham to Manchester in 40 minutes- a trip that currently takes more than 80 minutes.

By providing new routes for intercity services, HS2 will free-up space on our existing railways for new commuter, regional and freight services, taking lorries off our roads.

Potential implications for the Wirral Plan as a result of emerging legislation and policy:

There are currently no potential implications as the emerging legislation is in the early stages of development.

The legislation will continue to be monitored and implications will be captured in the next Policy Inform paper which will be published in November 2017.

ASSETS AND BUILDINGS ARE FIT FOR PURPOSE FOR WIRRAL'S BUSINESSES

Wirral businesses are looking for new and refurbished commercial space to grow and expand into. We must ensure the best use of our real estate assets by linking them to business and community aspirations.



Our Pledge Ambition:

We need to make Wirral a business-friendly borough and one way to achieve that is to make our planning processes simpler to encourage growth over the next five years.

Outcome Strategy

1. Delivering more integrated and customer focused services, 2) Creating economic growth, 3) Generating capital receipts and revenue streams, 4) Reducing running costs

Associated Legislation – Royal Assent:

Parking Places (Variation of Charges) Act 2017

Following agreement by both Houses on the text of the Bill it received Royal Assent on 27 April 2017.

The Bill is now an Act of Parliament (law).

The purpose of the Bill is to:

A Bill to make provision in relation to the procedure to be followed by local authorities when varying the charges to be paid in connection with the use of certain parking places.

Summary:

The Act amends sections 35C and 46A of the Road Traffic Regulation Act 1984, allowing for the amendment of the existing regulation-making powers of the Secretary of State in relation to the variation of charges of both off-street parking places and designated parking places. The Bill provides for regulations in respect of the procedure to be followed for varying charges to make different provision for different purposes. It also provides that regulations could provide for local authorities to consult about their proposal to vary charges. This means that regulations could be made that provide for different procedures to be followed depending on whether local authorities intend to raise or lower their charges, potentially minimising the procedure to be followed when charges are being lowered. The Act comes into force at the end of the period of 2 months beginning with the day on which the Act is passed.

Full details of the Act are available at Legislation.gov.uk through the following link:

<http://www.legislation.gov.uk/ukpga/2017/11/contents>

Emerging Policy:

Funding boost for local authorities to transform local communities

[Gov.uk](http://gov.uk), 01/08/2017

Summary

The Government has launched a £54 million package to transform local communities and release land for thousands of new homes. The new cross government partnership is to make smarter use of government owned property. The Land Release Fund is launched in partnership with Cabinet Office and Local Government Association's One Public Estate programme. This will ensure local councils release some of their unused or surplus land for housing. This will help meet the ambition to unlock council owned land.

Councils can bid for funding for land remediation and small scale infrastructure. The partnership between DCLG and One Public Estate will give local authorities greater access to support from across government and help them release more land, more efficiently.

LGA Chairman said, "Councils have shown that they are perfectly positioned to act as leaders of place and deliver effective cross public sector asset placements.

Potential implications for the Wirral Plan as a result of emerging legislation and policy:

There are currently no potential implications as the emerging legislation is in the early stages of development.

The legislation will continue to be monitored and implications will be captured in the next Policy Inform paper which will be published in November 2017.

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**Business Overview & Scrutiny Committee
19 September 2017**

REPORT TITLE:	BUSINESS OVERVIEW & SCRUTINY COMMITTEE - WORK PROGRAMME UPDATE
REPORT OF:	THE CHAIR OF THE COMMITTEE – COUNCILLOR MICHAEL SULLIVAN

REPORT SUMMARY

This report explains the process of developing and managing the scrutiny work programme for the municipal year. The Business Overview & Scrutiny Committee, in cooperation with the other three Overview & Scrutiny Committees, is responsible for proposing and delivering an annual scrutiny work programme. This work programme should align with the corporate priorities of the Council, in particular the delivery of the Wirral Plan pledges which are within the remit of the Committee.

It is envisaged that the work programme will be formed from a combination of scrutiny reviews, standing items and requested officer reports. This report provides the committee with an opportunity to plan and regularly review its work across the municipal year.

RECOMMENDATION/S

Members are requested to:

Approve the proposed Business Overview & Scrutiny Committee work programme for 2017/18, making any required amendments.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

To ensure members of the Business Overview & Scrutiny Committee have the opportunity to contribute to the delivery of the annual work programme.

2.0 OTHER OPTIONS CONSIDERED

Not Applicable

3.0 BACKGROUND INFORMATION

3.1 THE SCRUTINY WORK PROGRAMME AND THE WIRRAL PLAN

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

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

The specific Wirral Plan pledges and associated plans and strategies of particular relevance to the Business Overview & Scrutiny Committee are:

Pledge	Plans & Strategies
Greater job opportunities in Wirral	Wirral Growth Plan
Workforce skills match business need	Wirral Growth Plan Skills Strategy (In development)
Increase inward investment	Wirral Growth Plan
Thriving small Businesses	Wirral Growth Plan
Vibrant tourism economy	Growth Plan Wirral Visitor Economy Strategy
Transport & technology infrastructure fit for the future	Transport Strategy Digital Strategy
Assets and buildings are fit for purpose	Asset Strategy

3.2 PRINCIPLES FOR PRIORITISATION

Good practice suggests that, in order to maximise the impact of scrutiny, it is necessary to prioritise proposed topics within the work programme. Members may find the following criteria helpful in providing a guideline towards ensuring that the most significant topics are prioritised:

Principles for Prioritisation	
Wirral Plan	Does the topic have a direct link with one of the 2020 pledges?
	Will the review lead to improved outcomes for Wirral residents?
Public Interest	Does the topic have particular importance for Wirral Residents?
Transformation	Will the review support the transformation of the Council?
Financial Significance	Is the subject matter an area of significant spend or potential saving?
	Will the review support the Council in achieving its savings targets?
Timeliness / Effectiveness	Is this the most appropriate time for this topic to be scrutinised?
	Will the review be a good use of Council resources?

By assessing prospective topics using these criteria, the Committee can prioritise an effective work programme that ensures relevance and the highest potential to enhance outcomes for residents.

3.3 DELIVERING THE WORK PROGRAMME

It is anticipated that the work programme will be delivered through a combination of:

- Scrutiny reviews undertaken by task & finish groups
- Evidence days and workshops
- Committee reports provided by officers
- Standing committee agenda items, for example, performance monitoring and financial monitoring
- Spotlight sessions
- Standing panels (where deemed necessary)

As some of the selected topics may well cut across the Wirral Plan themes, it is anticipated that some of the scrutiny topics may be of interest to members of more than one committee. In these circumstances, opportunities for members of more than one committee to work jointly on an item of scrutiny work will be explored.

Regular work programme update reports will provide the committee with an opportunity to plan and regularly review its work across the municipal year.

3.4 SCRUTINY WORK PROGRAMME ITEMS

Supporting the Creative Sector

The Task & Finish Scrutiny Review on how Wirral Council can support the creative sector is ongoing and a session is being scheduled for the Review Panel to meet with a number of key stakeholders that can add value to the review. As reported at the last Committee meeting on 4th July, Members of the Review Panel visited Bristol as it was identified as having developed a strong creative sector and allowed Members to meet with key officers, including officers from the Council's property and planning teams.

Scrutiny Work Programme 2017/18

A dedicated work programme planning session took place on Monday 4th September for the Chair and Party Spokespersons of this committee to consider future items for the work programme. These included:

- Task & Finish Scrutiny Reviews
- Officer reports
- Spotlight Briefing sessions

As the session was scheduled after the reports deadline for this Committee, the outcomes from the session will be circulated to Members prior to the Committee meeting for approval as part of this agenda item.

4.0 FINANCIAL IMPLICATIONS

Not Applicable

5.0 LEGAL IMPLICATIONS

Not Applicable

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

The delivery of the scrutiny work programme will be met from within existing resources.

7.0 RELEVANT RISKS

Not Applicable

8.0 ENGAGEMENT/CONSULTATION

Not Applicable

9.0 EQUALITY IMPLICATIONS

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

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APPENDICES:

Appendix 1: Business Overview & Scrutiny Committee – Work programme

REFERENCE MATERIAL

SUBJECT HISTORY (last 3 years)

Council Meeting	Date

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AGENDA ITEMS – Tuesday 19th July 2017

Item	Format	Officer / Councillor
Commercialisation Update	Presentation	Nicola Butterworth / Stuart Bellerby
Liverpool City Region Combined Authority - Update	Officer Report	Rosemary Boylan, Policy and Strategy Manager (External)
Liverpool City Region Combined Authority Overview & Scrutiny Committee - Update	Report / Verbal Update	Cllr. Mike Sullivan (LCRCA Scrutiny Link)
Performance monitoring – 2017/18 Q1	Report	David Armstrong – Director for Business Services (Assistant Chief. Executive)
Financial monitoring – 2017/18 Q1	Report	Corporate Finance to provide report
Policy Inform	Report	Policy Team
Scrutiny Work Programme Update	Report	Report of the Chair of the Committee

PROPOSED AGENDA ITEMS – Wednesday 29th November 2017

Item	Format	Officer
Liverpool City Region Combined Authority - Update	Officer Report	Rosemary Boylan, Policy and Strategy Manager (External)
Liverpool City Region Combined Authority Overview & Scrutiny Committee - Update	Verbal presentation	Cllr. Mike Sullivan (LCRCA Scrutiny Link)
Financial monitoring - 2017/18 Q1	Report	Peter Molyneux to provide report
Performance monitoring – 2017/18 Q1	Report	Corporate Finance to provide report
Policy Inform	Report	Policy Team
Work Programme Update	Report	Report of the Chair

ADDITIONAL AGENDA ITEMS – WAITING TO BE SCHEDULED

Item	Format	Approximate timescale	Lead Departmental Officer
Disaster Recovery Scrutiny Review – Follow-up report	Committee Report / Presentation	TBC	TBC
Tourism Scrutiny Review – Follow-up report	Committee Report / Presentation	TBC	TBC

WORK PROGRAMME ACTIVITIES OUTSIDE COMMITTEE

Item	Format	Timescale	Lead Departmental Officer	Progress / Comments
Wirral Waters Briefing Sessions	Presentation	TBC	TBC	
Budget scrutiny 2018 / 19	TBC	Dec 2017 / Jan 2018	TBC	
Transforming Wirral – further business cases	Workshop	TBC	TBC	