



Environment, Climate Emergency and Transport Committee

Date:	Thursday, 3 December 2020
Time:	6.00 p.m.
Venue:	On Microsoft Teams

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AGENDA

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

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

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

To approve the accuracy of the minutes of the meeting held on 22 October 2020.

- 5. PUBLIC AND MEMBER QUESTIONS**

- 5.1 Public Questions**

Notice of questions to be given in writing or by email, by 12noon, Monday 30 November 2020 to the Council's Monitoring Officer and to be dealt with in accordance with Standing Order 10.

5.2 Statements and petitions

Representations and petitions to be dealt with in accordance with Standing Order 11.

5.3 Questions by Members

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

SECTION A - KEY AND OTHER DECISIONS

- 6. NETWORK MANAGEMENT PLAN (Pages 5 - 62)**
- 7. HIGHWAYS INFRASTRUCTURE ASSET MANAGEMENT POLICY, STRATEGY AND STREET LIGHTING POLICY (Pages 63 - 124)**
- 8. HOYLAKE BEACH MANAGEMENT (Pages 125 - 146)**
- 9. UPDATE ON THE EXERCISE TO TRIAL ALTERNATIVES TO GLYPHOSATE IN THE USE OF WEED CONTROL (Pages 147 - 162)**
- 10. CAR PARKING CHARGES - WORKING GROUP (Pages 163 - 182)**

SECTION B - WORK PROGRAMME / OVERVIEW AND SCRUTINY

- 11. ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE WORK PROGRAMME (Pages 183 - 190)**

ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Thursday, 22 October 2020

Present: Councillor EA Grey (Chair)

Councillors C Cooke S Foulkes
B Berry C Muspratt
H Cameron T Norbury
A Corkhill I Williams
T Cox A Wright

1 WELCOME AND INTRODUCTION

The Chair welcomed everyone to the first meeting of the Environment, Climate Emergency and Transport Committee.

2 APOLOGIES

There were no apologies for absence.

3 MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST

Councillor Steve Foulkes declared a personal interest in item 9 (Allotment Provision Scrutiny Review) as he was a Non-Executive Director of Magenta who owned land referred to, although operational decisions were not taken at Board level.

Councillor Christina Muspratt declared a personal interest in item 9 (Allotment Provision Scrutiny Review) as she rented one.

4 PUBLIC AND MEMBER QUESTIONS

There were no questions from the public or from Members.

5 CLIMATE EMERGENCY ACTION PLAN

A report by the Director of Neighbourhood Services updated on the Climate Emergency Action Plan, which had been in development since the declaration of a climate emergency by the Council in July 2019.

Nicki Butterworth, Director of Neighbourhood Services, introduced the report and the Plan which had included over 400 actions covering a wide range of headings and was alongside a senior internal action group with all Directors to drive actions from the Action Plan. Members noted achievements such as funding for tree planting programme and the new ways of working as a Council which had been accelerated by the Covid pandemic.

Members questions aspects of the plan and how Members could be involved.

Councillor Steve Foulkes proposed an amendment to the recommendation that the Working Group be increased to 7 Members to reflect the host committee to make 3:2:1:1 to allow all parties from the host committee to have a place.

This was seconded by Councillor Christina Muspratt.

Members voted on the amendment and it was approved without dissent.

Members then voted on the substantive proposal as amended.

Resolved: That

- (1) the actions that have been taken since the Council declared an Environment and Climate Emergency in July 2019 be noted and endorsed;**
- (2) the emerging Environment and Climate Emergency Action Plan attached as Appendix 1 to this report be endorsed;**
- (3) an Environment and Climate Emergency Policy Members' Working Group be established to act as a Task and Finish Group and develop an Environment and Climate Emergency Policy with a membership of 7 with a proportion of 3:2:1:1.**
- (4) the Environment and Climate Emergency Policy Members' Working Group be instructed to report back to this Committee at a future meeting with recommendations for the Environment and Climate Emergency Policy;**
- (5) the Monitoring Officer be authorised as proper officer to carry out the wishes of the Group Leaders in allocating Members to membership and substitute membership of the Environment and Climate Emergency Policy Members' Working Group and to appoint those Members with effect from the date at which the proper officer is advised of the names of such Members.**

6 PARKING POLICY - PRIORITISING SAFETY AROUND SCHOOLS

A report by the Director of Neighbourhood Services proposed minor revisions to the Council's Parking Enforcement Policy that had been adopted in March 2012. Any revisions were to be published on the Council's website, which was a legal requirement. The report was in response to a Motion passed unanimously at Council in October 2019.

The Chair introduced the report. Members then raised and debated parking issues, with Simon Fox, Assistant Director for Highways and Infrastructure, answering questions and stressing that enforcement of parking around schools was taking place during the pandemic.

Resolved:

That the revised parking enforcement policy included at Appendix A to the report be approved.

7 **2021/22 BUDGET PROCESS**

A report by the Director of Neighbourhood Services proposed a process for budget setting and described the existing situation and the approach to tackle issues.

The report was introduced by Nikki Butterworth, Director of Neighbourhood Services, and Senior Finance Business Partner Sarah Cox who provided detail. Members noted an amendment with corrected figures from the report which had been published as a supplement and queried the levies which the Council was committed to.

Resolved:

That the Council's current financial position and process for the 2021/22 budget in this transition year be noted.

8 **BUDGET AND PERFORMANCE MONITORING**

A report by the Director of Resources proposed to shape performance monitoring for the Committee's work in the future.

Nicki Butterworth, Director of Neighbourhood Services, introduced the report and suggested that a dashboard of information could be developed for Members.

Members considered the report and suggested that infographics be used to display data.

Resolved:

That the proposals outlined in the report for shaping future Performance monitoring reports be noted, and that further discussions take place with the Committee Chair and Group Spokesperson in early November so that they can shape monitoring reports for the purposes of this Committee.

9 **ALLOTMENT PROVISION SCRUTINY REVIEW**

A report by the Director of Neighbourhood Services set out the findings and recommendations arising from a scrutiny review of allotment provision across Wirral. This review had been commissioned as part of the Environment Overview & Scrutiny Committee's work programme in 2019/20.

Councillor Christina Muspratt, who was a member of the Scrutiny Panel, introduced the report and spoke of the benefits of allotments. Members debated the issue and options available to increase the number and revenue of allotments.

Resolved:

That the recommendations contained within the Allotment Provision Scrutiny Review report of the Environment Overview & Scrutiny Committee be approved and the Committee have updates at future meetings.

10 **ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE
WORK PROGRAMME UPDATE**

A report by the Director of Law and Governance which detailed the planned work programme for the Committee.

The Chair introduced the report which was then considered by Members and suggestions were made for additional issues which could come to Committee.

Resolved:

That the proposed Environment, Climate Emergency and Transport Committee work programme for the remainder of the 2020/21 municipal year be noted, with the addition of:

- **road safety**
- **grass verges**
- **parking charges**
- **Hoylake beach**



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Thursday, 3 December 2020

REPORT TITLE:	NETWORK MANAGEMENT PLAN & APPOINTMENT OF STATUTORY TRAFFIC MANAGER
REPORT OF:	NICOLA BUTTERWORTH, DIRECTOR, NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides information to the Committee on the Network Management Plan (NMP) and seeks approval to appoint a statutory Traffic Manager.

The NMP outlines the Council's approach to the network management duty placed upon it by the Traffic Management Act 2004. The aim of the Traffic Management Act is to improve overall network performance. The plan reflects updates to the local network arrangements, changes in national and local priorities as well as legislative changes.

RECOMMENDATIONS

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

- (1) note the report and endorse the Council's approach to its Network Management duty;
- (2) approve the draft Wirral Network Management Plan (NMP) and authorise the Director of Neighbourhood Services to finalise any further minor changes in consultation with the Chair and Spokespersons of the Environment, Climate Emergency and Transport Committee;
- (3) note that the post of Senior Network Manager, Highways & Infrastructure, performs the role of Traffic Manager for Wirral Council under the Traffic Management Act, 2004.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATIONS

- 1.1 The Traffic Management Act 2004 requires the appointment of a person (to be known as the “Traffic Manager”) to perform such tasks as the authority consider will assist them to perform their network management duty under section 16 of the Traffic Management Act 2004.
- 1.2 The NMP documents existing procedures and working practices and sets out action plans and improvement areas to enable the authority to comply with the requirements of the Act and the associated Network Management Duty. A copy of the revised NMP is attached as Appendix 1.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Council could choose not to operate under a NMP. However, whilst there is no statutory requirement to have a Network Management Plan NMP, it is considered that having such a plan enables the authority to ensure it is actively working to make the most efficient use of its existing road network to support economic and community development across the borough.

3.0 BACKGROUND INFORMATION

- 3.1 On 11th April 2018 the Cabinet Member for Transport and Infrastructure approved the appointment of consultants to produce an updated NMP. The objective of the commission was to undertake two distinct stages of work. This included an audit to review against the current legislation to ensure that Wirral Council is discharging its responsibilities. The second element of the work was to produce an updated NMP utilising the previous NMP produced in 2008, as an initial reference, to produce a new NMP which reflects the current ambitions of the Council, and is set within a Liverpool City Region context.
- 3.2 The Traffic Management Act 2004, Part 2: Network Management by Local Authorities imposes a duty on traffic authorities to secure expeditious movement of traffic on their network and to appoint a Traffic Manager. It is important that the authority undertakes its duties under Part 2 of the Traffic Management Act satisfactorily, and in the event of an authority failing to perform its network management duty the Secretary for State has powers to intervene.
- 3.3 It is recognised that the NMP is a working document and contains a comprehensive action plan to direct future actions and provides a framework for monitoring progress. Annual reports will be submitted to the Environment, Climate Emergency and Transport Committee on progress with the action plan.
- 3.4 The Act also requires that a Traffic Manager be appointed to perform the tasks that an authority considers necessary for meeting the duty. The Traffic Manager is a statutory post.

3.5 The current Senior Network Manager in the Highways & Infrastructure, Neighbourhood Services Department has worked closely with the Council's previous Traffic Manager and is well placed to take over this statutory role from decision publication.

4.0 FINANCIAL IMPLICATIONS

4.1 There are no financial implications associated with this report as long as a statutory Traffic Manager is appointed. The Secretary of State for Transport can appoint a Traffic Manager if the Council fails to do so and seek reimbursement of the costs incurred from the Council.

5.0 LEGAL IMPLICATIONS

5.1 Sub-section 2 of section 17 of the Traffic Management Act 2004 requires the appointment of a person (to be known as the "traffic manager") to perform such tasks as the authority consider will assist them to perform their network management duty under section 16 of the Traffic Management Act 2004, which is set out as follows:

"(1) It is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

(a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

(2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing—

(a) the more efficient use of their road network; or

(b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority; and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority)."

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 The Traffic Manger role will taken on by the existing Senior Network Manager in the Highways and Infrastructure service, Neighbourhood Services directorate. There are no other staffing, ICT and assets implications arising from this report.

7.0 RELEVANT RISKS

7.1 Failure to undertake and perform the network management duty in accordance with the legislation could lead to the Secretary for State utilising powers to intervene.

8.0 ENGAGEMENT/CONSULTATION

8.1 It is proposed that the draft NMP as shown in Appendix 1 is consulted on with key stakeholders in anticipation of the document being published.

8.2 The Wirral Council Corporate Communications Team have been consulted regarding the Communications Plan and the document will be reviewed and approved by the team before being finalised.

9.0 EQUALITY IMPLICATIONS

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

9.2 The development of the NMP has been subject to an equality impact assessment. A copy can be found at:
<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments>

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 Increasing vehicular traffic growth, longer journey times, increasing congestion and peak hour spread may result in harmful environmental deterioration as a result of transport-related pollution.

10.2 The NMP aims to improve the safety and efficiency of the transport network by improving infrastructure and promoting sustainable travel choices.

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APPENDICES

Appendix 1 – Draft Network Management Plan

BACKGROUND PAPERS

Traffic Management Act 2004

SUBJECT HISTORY (last 3 years)

Council Meeting	Date

WIRRAL TRAFFIC NETWORK MANAGEMENT PLAN

Wirral Council

DECEMBER 2020

CONTENTS

1.0	Introduction	6
1.1	Network Management Duty (NMD)	6
1.2	Traffic Manager	7
2.0	Policy Framework	9
2.1	Traffic Management Act (2004).....	9
2.2	Liverpool City Region Combined Authority Transport Plan.....	10
2.3	Wirral Council Plan 2025.....	11
2.4	Local Plan.....	13
3.0	Aims & Objectives	13
3.1	Vision for Wirral	13
3.2	Equality and Diversity	14
3.3	Supporting Future Growth	15
3.4	Noise & Air Quality	16
4.0	Introduction to the Network	17
4.1	Wirral’s Highway Network.....	17
4.2	Road Network Hierarchy	17
4.3	Major Route Network (MRN)	19
4.4	Key Route Network (KRN).....	20
4.5	Strategic Road Network (SRN)	21
4.6	Traffic Sensitive Route Network (TSRN).....	21
4.7	Tunnels	22
4.8	Traffic Signals	22
4.9	Freight Network.....	23
4.10	Emergency Services Routes.....	23
4.11	Bus Network	23
4.12	Rail Network	24
4.13	Ferry	24
4.14	Pedestrians.....	25
4.15	Cycle Route Network.....	27
4.16	Public Rights of Way	28
4.17	Coaches	28
4.18	Taxis.....	28
4.19	Park & Ride.....	29
4.20	Motorcycles	29
4.21	Abnormal Loads	30
5.0	Managing the Network	31
5.1	Integrated Network Management	31

5.2	Network Operation	31
5.3	Permit Scheme	32
5.4	Temporary Traffic Regulation Orders (TTRO)	33
5.5	Congestion	33
5.6	Bridge Strikes	34
5.7	Partners	34
5.8	Co-ordination of Planned & Unplanned Events	35
5.9	Highway Authority and Utilities Committee Meetings (HAUC)	36
5.10	Joint Authorities Group (JAG)	37
5.11	Asset Management	37
	Key Supporting Principles	38
5.12	General Maintenance	39
5.13	Technology	40
5.14	Highway Obstructions	43
5.15	Miscellaneous Activity	43
5.16	Enforcement	43
5.17	Powers	44
5.18	CCTV	44
5.19	Education and Encouragement	45
5.20	Personal Injury Collision Locations	46
5.21	Planning & Development	46
5.22	The Future	48
6.0	Monitoring & Review	49
6.1	Action Plan	49
6.2	Monitoring Approach	50
	Appendix A – Road Network Hierarchy	51
	Appendix B – Key Route Network	52
	Appendix C - Traffic Sensitive Streets Network	53
	Appendix D – Cycling & Walking Networks	54

1.0 Introduction

1.1 Network Management Duty (NMD)

[The Traffic Management Act 2004: Part 2](#) (the TMA), imposes the Network Management Duty [NMD] upon all Local Highway Authorities (LHA). The NMD requires us to consider the needs of all road users, including pedestrians and other non-motorised users, and manage the road space for everyone including statutory undertakers.

The NMD requires us to identify current and future causes of congestion and disruption, and to plan and take action accordingly. This means that we must have access to or collect the necessary information and data to do this. The needs of statutory undertakers to work on roads, combined with the mix of demands from a wide range of road users, can all affect network capacity. Therefore, it is important that LHAs promote proactive co-ordination of the network, adopt a planned, risk-based, evidence-led approach to known events, and develop contingencies for the unseen.

The Department for Transport (DfT) has produced a [guidance document](#) which provides a framework for undertaking the duties and provisions set out in the TMA.

Wirral Council is committed to delivering an efficient and effective highway network for all users. Making the best use of our current network is important for both economic vitality and society in general. The highway network facilitates the movement and connectivity of people and goods, provides access to homes, businesses, healthcare and schools, and provides public space where people shop, socialise or relax.

Significant changes in travel behaviour have been observed in 2020 during the COVID-19 pandemic with reductions in vehicle traffic as people have worked from home and stayed local leading to reductions in private car use and increases in walking and cycling. Future travel behaviours are now harder to predict than ever as highly publicised stories about improvements to air quality and environmental benefits are leading some people re-evaluate travel options. With uncertainty around technological advances it is clear that this plan will need to be regularly reviewed to ensure it remains fit for purpose.

The challenge of the Network Management Plan is to balance competing road user demands whilst also improving air quality and reducing carbon emissions. The next 10 years are likely to see significant changes in vehicle operations, both in terms of fuel types and connected technology and future road users making different choices about how they want to travel.

This Plan sets out the framework of how we will manage the highway network in order to minimise disruption and ensure the efficient movement of people and goods by all modes in Wirral, throughout the Liverpool City Region as a whole and on cross boundary borders with Cheshire West and Chester Council's highway network.

Whilst road users may have differing expectations, reliable journey times are important to the majority of users. Therefore, we must identify current and future causes of congestion and disruption, and put plans in place to take appropriate action. We must also consider the needs of statutory utility providers to work on roads, and balance this against the mixed requirements of the wide range of road users which can all affect network capacity. We are fortunate to have a good transport network in Wirral, but we must continue to work hard to improve and develop this to meet the needs of residents, business and visitors, to

ensure that our network supports inward investment, regeneration and housing growth, and has a positive impact on our environment and communities. Through these aims we will ensure an inclusive highway network for all users.

1.2 Traffic Manager

The TMA requires a Traffic Manager (TM) to be assigned to oversee the implementation of the NMD, acting as point of reference when carrying out our duties.

It is the role of Traffic Manager to:

- act as a point of contact for any agency/group planning works/events on the highway;
- record details of those works/events and to identify conflicts/problems;
- facilitate liaison between the agencies/groups involved in the event of a possible conflict; and
- provide relevant information to the public/media.

In addition to the above, the TM will:

- Oversee the implementation of the TMA and co-ordinate resources for undertaking the roles and responsibilities of the TMA and Network Management Duty.
- Review, propose and facilitate arrangements for the management of the local road networks. This will ensure the safe and expeditious movement of traffic within Wirral, and also from, and on to, neighbouring authority networks.
- Co-ordinate arrangements for making the best use of existing road space for the benefit of all road users; considering actions that would make more efficient use of the network and avoiding, eliminating or reducing congestion or disruption, thereby improving journey reliability.
- Co-ordinate the occupation of the highway by Street and Road Works, special/planned events or other obstructions/incursions that may interfere with the safe, free-flow of traffic. Due account must be given to the statutory rights and reasonable demands of those parties needing to enter the highway, maintain or upgrade equipment within it.
- Determine policies, procedures, targets and objectives for improving traffic movement on local road networks.
- Identify proposals for monitoring the effectiveness of arrangements and actions established to meet the requirements of the TMA.
- Establish and maintain working relationships between Traffic Managers in other authorities - in particular the Liverpool City Region - and stakeholders including the emergency services, Merseytravel and Mersey Tunnels, and utilities who would have an interest in, or may be affected by, the Network Management Duty.
- Review the work and practices of other LHAs in responding to the TMA and to implement best practice as appropriate.
- Review all strategies and planning designed to meet requirements of both the TMA and the NMD to determine their consistency with wider local, regional and national legislation, policies and guidance (including Codes of Practice, etc.).

Finally, through undertaking the duties set out in the TMA, the Traffic Manager will be responsible for the following specific actions:

- Identifying and investigating activities and situations which are causing, or have the potential to cause, significant road congestion or any other disruption to the movement of traffic.
- Consider possible actions that can be taken in response to, or in anticipation of, any issues / situations identified.
- Monitor the effectiveness of the LHAs organisation and decision-making processes in the context of the duties and requirements imposed under the TMA.
- Determine specific policies or objectives in relation to different roads and classes of road in the authority's network.
- Assess the performance of procedures and/or resources put in place for the management of the LHAs road network.
- Set up, and manage, indicators to monitor the performance of network management policies and procedures.
- Keep under constant review the effectiveness of the arrangements in place for carrying out the NMD.

Where a local authority is seen to be not performing these duties the Secretary of State has powers to intervene and, if necessary, appoint their own TM at the cost of WMBC.

2.0 Policy Framework

2.1 Traffic Management Act (2004)

The [Traffic Management Act](#) was introduced to deliver a range of provisions primarily aimed at reducing and managing congestion and disruption on the road network. The TMA is split into 7 parts:

- Part 1: Traffic Officers
- Part 2: Network Management by Local Traffic Authorities and Strategic Highways Companies
- Part 3: Permit Schemes
- Part 4: Street Works
- Part 5: Highways and Roads
- Part 6: Civil Enforcement of Traffic Contraventions
- Part 7: Miscellaneous and General

This Network Management Plan sets out our approach to satisfying the duties required under Part 2 of the TMA, to manage the road network to achieve:

- ‘the secure, expeditious movement of traffic on the authority’s road network’; and to
- ‘facilitate the expeditious movement of traffic on road networks for which another authority is the traffic authority’.

The action which the authority may take to perform these duties will aim to secure:

- ‘more efficient use of their road network’; and
- ‘the avoidance, elimination or reduction of road congestion or other disruption to movement of traffic on their road network’.

Such action may involve the exercise of any power to regulate, or co-ordinate, the uses made of any road in the network.

Although the production of a Network Management Plan is not mandatory, the Government does encourage highway authorities to prepare one. The TMA states that the authority must nominate a person to be known as the ‘Traffic Manager’. The TM is responsible for overseeing the implementation of the NMD with the primary objective to minimise delays and traffic congestion which result in disruption to life and business.

Statutory Responsibilities

An overview of the other legislation which relates to the TMA is provided in the table below.

Legislation	Activity
Highways Act (1980) Road Traffic Regulation Act (1984) Road Traffic Act (1988)	To maintain highways at public expense
Highways Act (1980)	Powers relating to erection of scaffolding, retaining walls and dangerous land
New Roads & Streetworks Act (1991)	Notification of Utility and Highways works

Numerous other statutory responsibilities are imposed on Wirral under various legislation which must be balanced against the obligations of the TMA.

In addition to legislative requirements, we are also required to assist in the production of statutory documents including the Combined Authority Transport Plan (in conjunction with other Liverpool City Region authorities).

2.2 Liverpool City Region Combined Authority Transport Plan

The Combined Authority Transport Plan articulates the Liverpool City Region Combined Authority's (LCRCA's) vision for transport. The plan provides a single source of information on adopted transport policy and the Combined Authority's investment priorities.

The Combined Authority Transport Plan replaces the Combined Authority's 2015 Transport Plan for Growth. It does not replace the statutory Merseyside Local Transport Plan and Halton Local Transport Plan from 2011. Instead, it provides a non-statutory, updated statement of current priorities and provides a bridge between the statutory plans presented in LTP3 and the development of a new, statutory Transport Plan for the city region (LTP4) which will be produced following the development of an overarching LCR Local Industrial Strategy and Spatial Development Framework, both of which are currently in development. By not pre-empting this process, this will ensure the City region integrates longer-term transport policies with social and economic vision and priorities, including spatial planning vision.

The CA Transport Plan identifies that the main issues and challenges affecting the City Region are grouped around:

- Growth and Jobs
- Modal Shift
- A People Centred Approach

The core vision is to develop a transport system which:

- is comprehensive, affordable and reliable
- is integrated and easy to use
- supports the development of new and existing communities
- is green, and is healthy

As such the Strategic Objectives of the LCR Combined Authority Transport Plan are:

- To support inclusive economic growth across a thriving city region. This is by developing a transport network that effectively and efficiently connects people, freight, businesses and visitors, and in a way that is fully integrated with wider policy objectives.
- To exploit the city region's role as a global gateway that is served by all forms of transport that supports Northern Powerhouse and Transport for the North's aims to rebalance the UK's economy, through economic agglomeration and de-congestion benefits.
- To deliver the objectives above through a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive. This has a focus on boosting healthy forms of travel for short trips and where the public transport networks are the modes of choice.

- To develop a mobility system that enhances the health and wellbeing of our citizens. This will include the development of liveable and resilient city region that addresses the challenges of poor air quality and supports the move to a zero carbon LCR by 2040
- To secure a transport network that is well maintained, safe and resilient

Liverpool City Region Combined Authority: Local Journeys Strategy

The [Local Journeys Strategy](#) presents the LCRCA's strategy for local journeys. The Strategy cuts across multiple forms of transport modes and geographies, and as a broad guide, defines local journeys as those with an origin or destination within the Liverpool City Region that are less than 5km in length.

The document provides a framework for guiding the development of services and infrastructure that support sustainable short trips across the Liverpool City Region. It complements the transport strategies that underpin the LCRCA's Transport Plan.

The objectives of the Local Journeys Strategy are to:

- Continue the momentum built up through LSTF and STEP by developing a co-ordinated, long term programme of investment.
- Take advantage of 'quick win' opportunities to demonstrate our intent and capability.
- Target investment to maximise value for money through the creative use of revenue to support capital investment in infrastructure.
- Address barriers to walking and cycling including road safety concerns, fear of crime, poor maintenance and unpleasant local environments.
- Adopt a 'whole-journey' approach, and promote active travel choices for access to bus and rail hubs for local journeys.
- Promote active travel for short journeys to improve health outcomes, including journeys to school, encouraging the use of local stations, promoting sustainable travel in housing developments and through the introduction of new transport infrastructure.
- Contribute to national air quality objectives by reducing carbon emissions, including supporting the use of active travel for last-mile freight movements.
- Promote behaviour change as part of a targeted programme of actions to improve the attractiveness, safety and marketability of walking, cycling and public transport networks.
- Develop best practice and innovation in spatial planning, infrastructure and streetscape design.

2.3 Wirral Council Plan 2025

This plan sets out a clear and specific set of priorities which have been developed based on feedback from residents through consultations, surveys and community events.

The Council accepts that there have been and continue to be a number of significant challenges ahead, not least spending reductions due to budget deficit reduction requirements imposed by central government. To support these priorities the Council will need to take hard decisions about transforming existing services. Following the change of the external highway

maintenance contractor in 2018 to an in-house service, Wirral Highways will need to continue to review the delivery of certain services. Some services will also need to be more targeted and we will continue to consider new ways of commissioning services to improve value and quality. Decisions about the future commissioning of highway services will be better informed by the continued development of our formalised asset management approach.

[Highway Infrastructure Asset Management Policy](#)

The Wirral Council Plan 2025 is keenly aware of the impact of highways on Wirral as a place to live and work. The Foreword for the Plan, written by the Council Leader, states:

“...we are responsible for improving the quality of life every resident gets to enjoy.

We do this by delivering better outcomes for local people.

by keeping the streets clean and improving the environment, making sure communities have good, affordable housing, are safe and roads are kept in good condition.”

Wirral Council's vision and priorities are set out below. Highways & Infrastructure services will contribute to achieving these priorities in a wide variety of ways as detailed in the table below.

Wirral Council Plan 2025 Vision/Priorities	How will Highways & Infrastructure services contribute towards the 2025 Vision/Priorities?
Sustainable Environment	<ul style="list-style-type: none"> • Manage services using a formalised, risk-based approach to asset management that makes best efficient and effective use of resources; • Maintain good quality networks with appropriate ride quality for all modes of transport on the highway for use by vehicles, cycles and pedestrians; Effective street cleaning and gully emptying operations to ensure effective and efficient functioning; • Plan capital investments based on whole-life issues; Implement flood prevention schemes where identified; • Use of recycled materials and minimisation of waste in support of climate change objectives;
Inclusive Economy	<ul style="list-style-type: none"> • Manage the condition of highway assets such that they do not restrict the reliability of journeys or increase congestion without good cause; • Communicate road works to road users so that alternative travel plans can be made.
Brighter Futures	<ul style="list-style-type: none"> • Maintain highways so that they can be used safely and reliably, both generally & specifically near schools and residential areas by cars, buses, bicycles and pedestrians; • Manage the Resilient Network.

Active and Healthy Lives	<ul style="list-style-type: none"> • Ensure highways are maintained so that they can be used safely and reliably and deliver a ride quality that does not adversely affect air quality, with enhanced access to alternative sustainable routes and modes.
Safe & Pleasant Communities	<ul style="list-style-type: none"> • Manage the condition of highway assets so that they contribute to an environment in which all residents can be proud, and enable community cohesion; • Replace streetlights in Wirral with LED lights by 2021 • Engage with stakeholders to ensure that, where possible, services reflect their needs.

2.4 Local Plan

Within the emerging Local Plan there is a significant amount of housing and employment development planned over the next 15 years. Without investment in key infrastructure, this will add significant additional pressure to our transport network and will need to be carefully managed so not to cause detriment to network performance.

The aim will be to produce clear objectives so that the performance of the network can be protected through private sector investment in transport solutions. One such option is the continued investment through developer contributions.

Key to our network's performance is journey times, these must be protected along the priority routes for all modes of travel, we will actively monitor motorised vehicles. This information will be used to inform future development considerations and mitigation.

The plan will need to take into account the planning design guidance and the area plans as these will have an impact on the ability to manage the network.

We will:

- Make full use of traffic impact assessment modelling to identify the need for transport improvements;
- Ensure the developments outlined in the core strategy provide sufficient detail on how they will manage the transport network;
- Ensure that development make clear use of the hierarchy of users' needs by prioritising pedestrian and cyclist networks, providing and improving links over private car use;
- Encourage new developments to provide appropriate parking levels in-line with our highways design guide;
- Where able encourage development in locations with good road access. If appropriate developers may be required to contribute financially towards improving access roads and transport facilities to protect journey time reliability;
- Ensure developments that affect the highway provide adequate investment to counter any negative effects through developer contributions.

3.0 Aims & Objectives

3.1 Vision for Wirral

As touched upon in the LCRCA's Transport Plan and Wirral Council 2025 plan, the vision of this Network Management Plan is to encourage:

- More people walking and cycling to become fitter and healthier;
- More people using public transport to reduce air pollution and congestion;

- More people using technology to make journeys easier e.g. journey planning, smart ticketing;
- More people being able to access local centres by bus or by walking and cycling;
- More public transport, cycle facilities and pedestrian facilities provided across the borough;
- Less people using their cars, especially for short journeys;
- Less accidents and injuries on our roads;
- Less cars on our roads;
- Less emissions from cars, buses and lorries; and
- Less congestion and delay.

This will be achieved by the following:

- Residents, businesses and visitors will be engaged through consultations, forums and user groups and we will work in partnership;
- We will use engineering to improve our road networks, to build new cycle routes, improve pedestrian facilities and take advantage of new technology to make it easier 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; and
- Enforcement will be required where people do not comply with the driving laws, or do not consider other road users in their driving or parking habits.

3.2 Equality and Diversity

As a diverse borough, transport services need to be inclusive, and cater for the needs of all users. Accessibility, availability and affordability are important and are recurring themes within the LCR Combined Authority Transport Plan and Local Journeys Strategy. They help to ensure that the transport network is within easy reach, and can take people where they need to go, at a price they can afford.

There are clear links between transport and social exclusion and overcoming the barriers to opportunities and services is a key issue. Therefore, the transport system must support all members of our community. This will help to improve quality of life and encourage independence, particularly for disabled and vulnerable users. Focussing our efforts to mitigate the impact of any barriers is therefore essential in ensuring equality of travel opportunity. We are committed to creating an inclusive network which works for everybody and provides the most deprived with access to employment and healthcare ensuring the needs of all residents are met.

As the highway authority we must consider the needs of anyone with a protected characteristic as per the Equality Act 2010 when making any changes to our road network. Accessibility requirements apply to temporary measures as they do to permanent ones.

We use [Equality Impact Assessments](#) (EIAs) to improve services by focusing on fairness, access and inclusion. They help us to assess a policy, service or process and how it might

affect different groups. EIAs help us to find and mitigate any impact which might have an impact on people knowing about a certain service, using it, and getting the best from it.

To improve access to and encourage people to use public transport, the Council will have due regard to the relevant provisions contained in sections of the [Equality Act 2010](#) and the Public Sector Equality Duty which are relevant to the provision of public transport services and infrastructure.

In addition, it will support the DfT aims covered in the 2018 document, [The Inclusive Transport Strategy: Achieving Equal Access for Disabled People](#).

3.3 Supporting Future Growth

Transport played a central role in the shaping of Birkenhead and wider Wirral. From the emergence of a settlement growing out from the Birkenhead Priory, to the Laird Grid which was formulated and positioned around the movement of docklands workers and goods, or the Queensway Tunnel which was for many years the longest road tunnel in the world.

The Council are developing a Framework for Birkenhead 2040 which sets out how transport, movement and connectivity will play a key role in supporting Wirral's future. The provision of efficient, well maintained and accessible transport networks is a critical factor in facilitating economic growth ensuring housing and employment opportunities are fully accessible both within and outside of the borough. We need to have the necessary infrastructure in place that will meet the current and future needs of businesses and residents.

This plan will support and build up on the opportunities presented by our transport assets:

- The M53, A41 and the Kingsway and Queensway tunnels provide strong strategic highway links that are essential for the flow of people and goods - but the design and location of some of the infrastructure that was once built to connect us, now actually divides.
- High frequency Merseyrail services connect Wirral with the wider City Region, with one of the best urban transit systems of any city in the country the Birkenhead 2040 Framework area is blessed with six Merseyrail stations which will grow in significance through investment to deliver new trains on the network to be implemented by the end of 2021, but all of the stations sit on the south side of the docks.
- The waterfront is an important asset for movement both across (by ferry) and along (by foot or cycle). But as entry point, or gateway, we need to create an environment that invites or draws people into the wider area beyond.

The Birkenhead Regeneration Framework sets out an ambitious programme of projects, that delivered together, will transform Birkenhead. They include public realm works at key junctions, establishing clear route hierarchies, and the prioritisation of pedestrians and cyclists, through to wider aspirations around mass transit supporting major new waterfront developments at Wirral Waters and Woodside. At the heart of this is the recognition of the sustainability of Birkenhead and the need to tackle the climate crisis by changing the ways we travel.

Birkenhead's challenges are different to many towns and cities - plans to support new development does not lie in creating new roads to unlock development potential – we need the opposite; to take away overengineered roads and infrastructure which have become barriers for redevelopment and have severed our communities.

This plan will support the Regeneration Framework with opportunities to facilitate active travel. The Regeneration framework highlights that we have no capacity issues but we do have infrastructure problems. The focus of the framework is on removing the road infrastructure which prohibits the safe and easy movement of our local communities into and through our core without the use of cars. It sets out how the vision is to reallocate road space to pedestrians and cyclists and challenge ourselves and the market on car use and parking provision – breaking the norms and ensuring that going forward we have sustainable neighbourhoods without dependency on private vehicles.

Presently, around 40% of households in Birkenhead do not have access to a car, compared to the wider Wirral average of around 20%. This currently presents a social equity challenge – where those least likely to use a car suffer most severely from the negative externalities created by the car use of others; poor air pollution, increased road danger, increased noise and reduced social cohesion. But low car use also presents an opportunity as Birkenhead grows - to embed sustainable travel from the outset, rather than try to change behaviours after the fact. We need to modernise our movement system and deliver travel infrastructure that maximises our potential – including mass transit which can enhance our north-south connectivity, reduce carbon emissions, and create market opportunities including ‘last mile’ linkages.

Providing for trips on foot, by bike and by public transport is more important here than in most places due to the number of households that do not have access to a car. Helping people and goods to move around efficiently, cleanly, safely and healthily by the most appropriate mode is an integral element of our vision for Birkenhead. Two-thirds of all journeys in our city region are less than 5km in distance, but half of them are made by car. We want Birkenhead to be a place where walking and cycling are the safe, healthy and pleasant choices for more of these journeys, and this needs to be set into how we design and plan new communities, streets and places, and regenerate existing ones.

We have made good progress with new cycle and pedestrian infrastructure and have developed ambitious proposals under the Local Cycling and Walking Infrastructure Plan (LCWIP), including strategic cycleways between New Brighton, Wallasey, Liscard, and Birkenhead.

Despite the success of Merseyrail and the local bus network, public transport connectivity has long been an acute issue for the areas north of the Great Float area. This, combined with the potential of Wirral Waters proposals to significantly expand the population of these areas is a key challenge for movement and connectivity and the driver behind our pursuit of a new Mass Transit system to serve this geography.

Wider market changes, including the phasing out of petrol and diesel cars during the lifetime of the Framework also necessitate the need for change. In part, this will inevitably require investment in electric charging facilities and electricity generating infrastructure as our demand for electricity grows. Similarly, the expanding home delivery market will also ultimately need to embrace e-vans and cargo bikes and co-ordinated last mile delivery too.

3.4 Noise & Air Quality

The Highway Network can influence noise and air quality, impacting upon our business and communities. Whilst the details of these arrangements are outside the scope of this document, it is recognised that Wirral Council will continue to liaise with the relevant stakeholders in relation to noise and air quality. It is important that relevant stakeholders

share information and cooperate to exploit opportunities to bring about improvements. This will be done through participation in, for example, air quality groups, as required through Coordination meetings.

4.0 Introduction to the Network

4.1 Wirral's Highway Network

The highway infrastructure in Wirral is key to keeping people and places connected. It is the largest, most valuable, public asset within our control. This section provides an overview of the network assets, for which Wirral Council are responsible for. In brief, it is made up of:



**Infographic as of March 2020*

4.2 Road Network Hierarchy

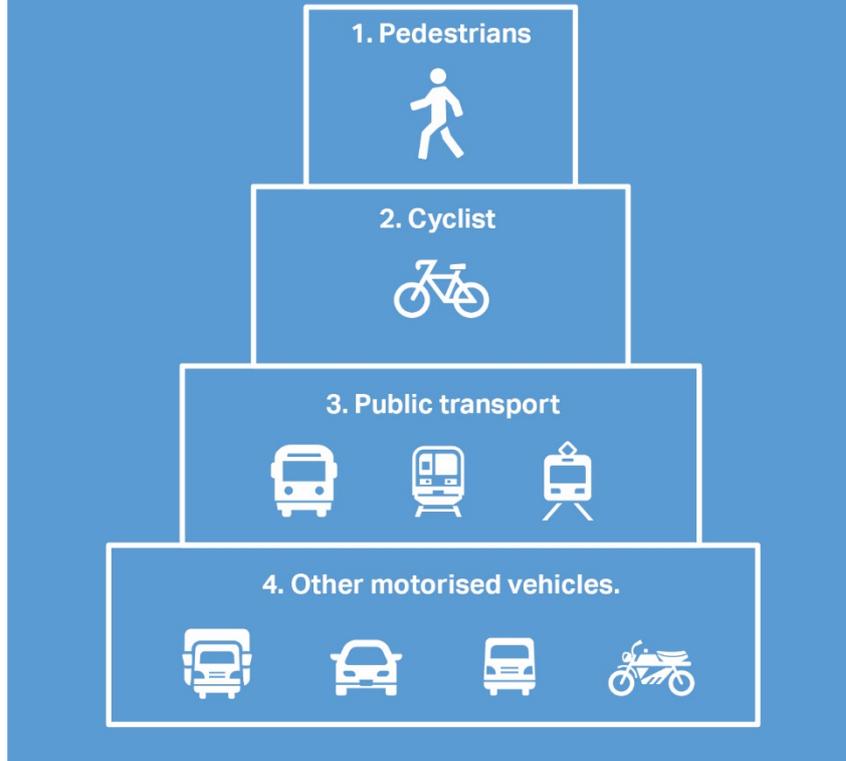
It is important to ensure that the network caters for all road users/modes of transport. In particular, Wirral Council wish to enable infrastructure and policies to support sustainable alternatives to private car usage. By promoting walking and cycling and public transport we will improve the environment (air and noise quality) and make Wirral a more 'liveable' borough. This approach is a key strand of our action plan in response to our [Climate Emergency Declaration](#). A plan of the Road Network Hierarchy in Wirral is provided in Appendix A.

In order to achieve this, there are two streams to the road hierarchy which must be considered, including:

- Road User Hierarchy
- Road Mode Hierarchy

ROAD USER HIERARCHY

Road User Hierarchy (prioritised based on following modes):



It is the responsibility of the Traffic Manager to ensure that these priorities are adhered to when considering any new works on the highway.

There are two streams to the road hierarchy; these being:

- Road User Hierarchy
- Road Mode Hierarchy

These hierarchies, along with the identified networks below, are to be used when considering any new works on the highway network, and the resulting proposals should be fully reflective of these.

The Road User Hierarchy gives a definition of priority for road users as follows:

- (a) Pedestrians;
- (b) Cyclists;
- (c) Public transport passengers; and
- (d) Other motorised vehicle users.

The use of the Road User Hierarchy is intertwined with the classification of a road within the Road Mode Hierarchy.

The Road Mode Hierarchy is defined as follows:

- (a) Strategic Routes with priority for freight movement;

- (b) Strategic Routes with priority for public transport;
- (c) Strategic Routes with priority for motorised traffic generally;
- (d) Local Distributor Roads, and
- (e) Local Access Roads.

On Local Distributor Roads there will still be a need to accommodate motorised traffic, but these roads will not generally be signed for through traffic and heavy goods traffic is discouraged. For motorised traffic, priority will vary depending on the circumstances of the individual route, such as whether or not it is part of the identified networks discussed below.

On Local Streets (including residential, service and pedestrianised areas) pedestrians receive the highest priority, followed by cyclists. As with Local Distributor Roads, further prioritisation will depend on the circumstances of the individual streets, such as whether or not it is used by public transport, service vehicles or taxis. District centres are to be treated in a similar fashion to Local Access Roads with walking, public transport and cycling receiving the top priority.

Recommendation 12 (Network Hierarchy) of the Road Liaison Group's [Well Managed Highway Infrastructure: A Code of Practice](#) document states that *"a network hierarchy, or a series of related hierarchies, should be defined which include all elements of the highway network, including carriageways, footways, cycle routes, structures, lighting and rights of way. The hierarchy should take into account current and expected use, resilience, and local economic and social factors such as industry, schools, hospitals and similar, as well as the desirability of continuity and of a consistent approach for walking and cycling."*

Wirral Council as the local highway authority, manages all local classification and Primary Route Network (PRN) decisions in our jurisdiction, consulting with neighbouring highway authorities (including Highways England) where relevant. Changes to the PRN or road classification do not require public consultation or advertisement. The Secretary of State retains ultimate legal responsibility for road classifications and the PRN, and retains the right to intervene.

At present, a review of Wirral's road classification network has been undertaken and the next stages of this review will involve formalising the identified outcomes and reporting this to the Environment, Climate Emergency and Highways committee.

4.3 Major Route Network (MRN)

As part of the [Transport Investment Strategy](#), the UK Government has committed to creating a Major Road Network (MRN). This consultation asks for views on:

- how to define the MRN;
- the role that local, regional and national bodies will play in the MRN investment programme; and
- which schemes will be eligible for MRN funding.

The aim of the MRN is to help deliver the following objectives:



The £28.8 billion [National Roads Fund](#) (NRF) for 2020-2025 provides the Government’s pledge to roads spending. Within the NRF, the draft Roads Investment Strategy 2 (RIS2) will receive funding of £25.3bn. The remaining £3.5bn will be available for the Major Road Network and Large Local Major schemes. The split of funding between these two areas and its annual profiling will be determined in due course.

The creation of a MRN will allow for dedicated funding from the NRF to be used to improve this middle tier of our busiest and most economically important local authority ‘A’ roads.

4.4 Key Route Network (KRN)

The [Liverpool City Region Combined Authority Devolution Agreement](#) sets out the powers available for the Liverpool City Region Mayor to develop “a Key Route Network of local roads which will be managed and maintained by the Combined Authority on behalf of the LCR Mayor..... This will be achieved through a single asset management plan, working towards streamlined contractual and delivery arrangements across the city region”.

An additional devolution agreement was reached such that “the government will work with the Liverpool City Region Combined Authority and the Liverpool City Region Combined Authority Mayor to establish appropriate local traffic and highway powers which would be conferred on to the Mayor as part of the Key Route Network”.

The LCR Key Route Network has now been defined as:

1. Roads that form part of the Primary Route Network (PRN): The KRN includes all roads within the Primary Route Network (PRN), which form a continuous network between ‘primary destinations’. In essence, these are the most important local roads identified by their green-backed road signs. The KRN also includes two Mersey Tunnels, the Silver Jubilee Bridge and those roads that serve primary destinations immediately outside the boundaries of the Liverpool City Region.
2. Strategic links to development sites: In addition, the KRN includes roads that link significant new or proposed housing and employment areas that are not already part of the PRN.
3. Links to the trunk road network: The KRN also includes roads that aren’t part of the PRN but provide links to the Strategic Road Network (SRN).
4. Traffic volumes: The Key Route Network also includes roads carrying the most significant volumes of traffic (defined as more than 10,000 vehicles per day), and which are not already part of the PRN.

5. Functional importance: Finally, the KRN includes roads that are important in functional terms having regard to:



Major progress has been made in the development of a Carriageway Asset Management Plan for the KRN. The business case submission for a £28m 'Invest for Growth' Key Route Network (KRN) programme has been approved, and funding awarded for delivery in 2018/19 and 2019/20. This will act as an integrated programme of investment in the strategic highway routes that contribute to growth in the Liverpool City Region (LCR).

A plan of the KRN is provided in Appendix B.

4.5 Strategic Road Network (SRN)

The SRN is comprised of trunk roads and motorways. The Liverpool City Region's trunk road network comprises parts of the M53, M56, M57, M58, M6, and M62 to the east of junction 6 and the A5036 from the Port of Liverpool to Switch Island. These roads remain managed by Highways England.

Highways England have provided a '[Network Management Map](#)', which illustrates the SRN, the areas of responsibility and relevant contact information.

4.6 Traffic Sensitive Route Network (TSRN)

Section 64 of the [New Roads and Street Works Act \(1991\)](#) (NRSWA) enables a local authority to designate certain streets, or any part of a street (carriageway, footway or pedestrian area), as 'traffic sensitive'. It is a designation that allows highly trafficked highways to be identified as requiring Works Promoters to give greater advanced warning of proposed works or activities, as works on TSRs will have the greatest impact on traffic (in terms of delays and congestion).

Currently, there are 183 roads which are classed as 'traffic sensitive' within the borough. In addition to this, a review of the TSR network is underway to determine whether there are any other roads which can be classified as traffic sensitive. In order to formalise the findings of the TSR review, ongoing data collection and consultation with Statutory Undertakers is being carried out.

A plan of the TSR network in Wirral is provided in Appendix C.

4.7 Tunnels

The Kingsway, Queensway, and Mersey Railway Tunnels, also known as the Mersey Tunnels, connect the borough with Liverpool. The Kingsway and Queensway Tunnels connect Wallasey and Birkenhead with Liverpool via road respectively and form part of our Key Route Network, whereas the Mersey Railway Tunnel connects Birkenhead with Liverpool via rail. All tunnels are owned and operated by Merseytravel and have their own police force.

4.8 Traffic Signals

Wirral have a number of traffic signal installations, which are managed in-house and maintained through the LCR traffic signal term maintenance contract. These installations have been located strategically for a variety of reasons including road safety, enhancing pedestrian facilities and managing traffic flows.

All traffic signal installations in Wirral are connected to our Urban Traffic Control (UTC) system which remotely monitors the operation of traffic signals and identifies any problems quickly. The traffic signals on the busiest parts of the network are linked to a Split Cycle Offset Optimisation Technique (SCOOT) system which coordinates the operation of traffic signals and crossings with the aim of reducing delay to pedestrians and motorists. The system also provides an indication of congestion and delays in the network and has the ability to manually or automatically alter signal timing plans when problems or events are identified.

Currently we have the following traffic signal installations:

Traffic Signal Type	Amount	Description
Junction	122	A signalised junction.
Single pelican	29	A pedestrian crossing with traffic lights operated by pedestrians; on single or dual carriageway roads.
Dual pelican	15	
Single puffin	102	A pedestrian crossing where traffic lights go green only when no more pedestrians are detected on the crossing; on single or dual carriageway roads.
Dual puffin	11	
Single toucan	21	A crossing for both cyclists and pedestrians; on single or dual carriageway roads.
Dual toucan	5	
Wig wag	1	A railroad grade traffic signal used at level crossings.
VMS installations	40	Variable message signs used to provide travellers with information on special events/issues on the network.
CCTV locations	112	Closed-circuit television used to identify congestion on the network.

We continuously review traffic signals in order to maintain effective network performance. The Traffic Manager is responsible for monitoring congestion on the network, and where necessary, planning and reviewing the optimisation of signal installations.

4.9 Freight Network

The efficient movement of freight throughout the network is important to our economy. The main routes which comprise our freight network include the M53, the A41 and A554 / A5139 linking to the Stena Line Ferry Terminal in Birkenhead to the M53 and A41 corridors. Wirral International Business Park and a number of distribution centres are also located along the A41 corridor.

The Wirral Cross Docks Bridges form a vital link in the strategic road network in north Wirral, facilitating access to the Port of Liverpool (Birkenhead) and major Wirral Waters regeneration sites. Bridges A and C, which are situated on the A554 Tower Road in Birkenhead, are of particular importance as they form part of the Merseyside Freight Network, providing a key link between the Twelve Quays roll on-roll off ferry terminal, the M53 and the Mersey Tunnels. Bridge A is a lifting bascule steel through-truss highway bridge owned and operated by Peel Ports, for which Wirral Council holds responsibility for maintenance as a highway structure. Bridge C is a fixed steel through-truss highway bridge owned and operated by Wirral Council.

The operation of the roads making up the freight network is important to the reliable movement of materials and goods. We recognise the need to maintain an efficient and sustainable freight network, which considers future development, has good links to the national road network, and is effectively signed to avoid unnecessary freight movements in residential or other inappropriate areas.

The unnecessary use of inappropriate roads by HGVs is an emotive issue leading to complaints from local communities and other road users as well as causing significant highway damage leading to increased maintenance costs. Satellite navigation systems have tended to exacerbate the problem due to incorrect information being entered into the systems or direct routes being identified, regardless of the nature of the roads in question.

In response to this, Wirral Council will consider the provision of positive HGV signing and restrictions where there are known network issues and liaise with satellite navigation mapping providers to highlight unsuitable roads.

4.10 Emergency Services Routes

In the development of any proposals that will affect the highway network, whether permanent or temporary, consideration of the potential effect on emergency response times must be balanced against achieving any objectives of the proposed scheme.

Continuous liaison is carried out with the City Region's emergency services to protect key routes, to ensure fast and effective response times and to maintain safe and efficient service operations. Wirral Council's Road Safety Manager, working closely with the emergency services, frequently reviews the Emergency Services Route Network.

4.11 Bus Network

The Liverpool City Region Combined Authority is the statutory body that sets the strategic transport agenda, allocates funding and makes links to other policy areas. At a practical level, the Combined Authority, supported by Merseytravel, acts as the accountable body for overseeing public transport operations in Wirral, and throughout the city region as a whole.

The Liverpool City Region Bus Alliance is a key element of a comprehensive bus strategy for the whole region. It is built around the idea of ‘multimodal’ transport for customers and looks to simplify the interchange between rail and bus, so journeys are simpler and more enjoyable for passengers. Established in 2016, the agreement between Arriva, Stagecoach and Merseytravel looks to provide local people with a continuously improved, more efficient, integrated and better-value service.

Some services on the bus network are now part of a Quality Partnership between Merseytravel, the bus operators and local councils. These services are more frequent, and commuters can use different operator’s tickets on any bus route which falls under the Quality Partnership. Services include:

- 471 Liverpool – Heswall: and
- 472 Liverpool – Heswall or Barnston.

The LCRCA’s Transport Plan provides a single strategic framework for the development of transport across the Liverpool City Region. One of the fundamental objectives of the strategy is to support sustainable economic growth in the Liverpool City Region. An effective public transport network not only widens people’s access to a range of employment opportunities, but also frees up space on the road network for other journeys and reduces the burden to business from congestion, traffic delays and unreliability.

Increasing the usage of public transport facilities will help to alleviate congestion hotspots, which in turn can have a positive effect socially, environmentally and economically. Facilitating a shift from private car and providing adequate public transport will help to achieve the aims set out in the LCRCA’s Transport Plan and Cool 2 Wirral’s draft Climate Change Strategy.

4.12 Rail Network

The majority of Wirral is also well connected by rail with Merseyrail operating frequent services (between 4 - 6 trains per hour) to Ellesmere Port and Chester, and to Liverpool via the Mersey Railway Tunnel. The Borderlands rail line operates hourly services from Wrexham to Bidston where it connects with the Merseyrail services, providing connectivity to Deeside in Flintshire. In total there are 25 rail stations in Wirral, 23 on the Merseyrail Wirral Line, and 2 on the Borderlands line.

Wirral Council are committed to working in partnership with Merseyrail to monitor and improve accessibility at all rail hubs including the enhancement of pedestrian and cycling connectivity and parking arrangements.

4.13 Ferry

Ferry services across the River Mersey play an important role in attracting visitors to the LCR. They also serve a commuter market in providing access between the Wirral and Liverpool, particularly for cyclists. Wirral is served by a direct commuter shuttle ferry service from Seacombe to Pier Head in Liverpool, and a tourist ‘daily explorer’ ferry service that also calls at Woodside, Birkenhead. Each year there are 450,000 to 500,000 passengers using the daily explorer ferry, which outnumbers the equivalent commuter service boardings by approximately three to one.

The closure of Spaceport at Mersey Ferries' Seacombe terminal and approval of the Eureka Mersey project which will deliver a major new science and discovery visitor attraction to Wirral will also provide opportunities to strengthen access by sustainable modes to the site and wider network.

4.14 Pedestrians

Local Cycling and Walking Infrastructure Plan (LCWIP)

In 2017, the Government published its first [Cycling and Walking Investment Strategy](#). The Strategy sets out the Government's ambition to make walking and cycling the natural choice for shorter journeys, or as part of a longer journey. It supports the transformation of local areas – change which will help to tackle congestion, extend opportunity to improve physical and mental health and support local economies. Desire lines forming part of the LCWIP are included in Appendix D.

The Liverpool City Region Combined Authority (LCRCA) Local Cycling and Walking Infrastructure Plan (LCWIP) is a strategic approach to developing a cohesive network of high standard active travel routes across the region. This will enable people to be able to walk and cycle for short journeys and multimodal journeys using public transport – but for this people need suitable routes. Across the borough, we want to improve our roads, footways and cycleways so that people can walk and cycle from where they live to where they want to go. This is not just about people who already walk and cycle, but those people who would and could do so if there were more suitable roads, footways and cycleways.

In relation to walking, the LCWIP looks to:

- increase walking activity, where walking activity is measured as the total number of walking stages per person; and
- increase the percentage of children aged 5 to 10 that usually walk to school.

To facilitate the on-going expansion of our cycle network, we have engaged with Merseytravel in the development of the new LCWIP. Plans of the cycling and walking networks forming part of the LCWIP are included in Appendix D. In relation to cycling, the LCWIP looks to:

- increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made; and
- reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled.

The LCR LCWIP is a strategic approach, with a focus on consistency of high standard, safer routes to cycle and walk right across the City Region. The LCR Steering group is working to the London Cycling Design Standards (LCDS), which has been agreed by each of the authorities in the LCR to be used as guidance for cycling measures. Separated cycleways as advocated in the guidance will be perfect for some locations, but in others will not be suitable due to the constraints or conditions of the road location. A range of measures will be utilised to introduce the most appropriate measures for each specific site.

The following principles are used in the LCDS guidance to help design high quality environments, and these will be utilised in the LCR along with the more detailed guidance on infrastructure design.

- **Safe** cycling and walking environments that are safe to use and feel safe
- **Accessible** streets to support all people walking and cycling
- **Comfortable** riding and walking surfaces that are fit for purpose, smooth, well-constructed and maintained
- **Direct** and easy to use routes that meet users' needs
- **Coherent** street layouts that are legible, consistent, joined-up and inclusive
- **Adaptable** roads designed to accommodate all users' needs

Pedestrian Dropped Kerbs

We are able to consider requests for new dropped kerbs to be installed at junctions and pedestrian crossing points. Route action plans are developed each year as part of the Combined Authority Transport Plan Capital Programme focusing on key strategic routes to employment, public transport hubs, healthcare facilities and shopping areas.

Living Streets

Living Streets - the national walking charity - works with schools in Wirral to create safe and enjoyable streets to encourage more children to walk to school.

Walk Once a Week and Free Your Feet takes place in selected schools in the borough, with more intensive work in secondary schools through a project called Campaign in a Box.

Further information is available on the [Living Streets](#) website.

Sustrans

In order to promote sustainable travel, we engage with various groups including Sustrans and Cycling UK to promote cycling within the borough. Information on the regional and national cycle routes within Wirral is available on the Sustrans [website](#). Sustrans also work in partnership with Bike Life; an assessment of city cycling development which includes infrastructure, travel behaviour, satisfaction, the impact of cycling and new initiatives ([Bike Life Liverpool City Region](#)).

Active Travel Forum

The Council facilitates the Wirral Active Travel Forum which meets quarterly. The forum's vision is to improve the health of Wirral residents by promoting active travel modes as the natural choice for shorter journeys, or as part of a longer journey in Wirral – regardless of age, gender, fitness level or income.

The forum brings together residents, public and private organisations and individuals to support active travel as a simple, low cost and effective way for people to access life opportunities whilst increasing levels of physical activity in their day to day life. Membership is open to all.

The forums role is to ensure ideas are put forward regularly so that relevant schemes are developed that respond to and meet local needs, taking into account the wider City Region priorities. An annual workshop will be held to update members on the context of these priorities and present future funding streams.

4.15 Cycle Route Network

Maintaining and introducing key cycle routes, as well as promoting cycle usage throughout the borough, is vital in delivering a sustainable borough as set out in the Wirral Council Plan 2025 and the Cool Climate Change Strategy.

Cycle Route Network

The current strategic cycle route network is a Liverpool City Region Partnership activity coordinated by Merseytravel. Details of the Liverpool City Region Walking and Cycling Infrastructure Plan (LCWIP) can be found at <https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCWIP-REPORT-FULL.pdf>

Currently, there is a total of 22 cycle counters in Wirral, located on key commuter/leisure routes, which monitor the levels of cycle usage in the borough.

During the lifespan of the [Local Transport Plan 3](#) (LTP3), the target for cycling was a 12% increase across Merseyside (compared with the 2010/11 baseline). The current indicator now sits at 46%, exceeding the target set by 34%.

At a local level, the Wirral Plan 2020 <https://www.wirral.gov.uk/about-council/wirral-plan-performance> reports cycle usage increased 59% from 2013-14 to 2017-18. https://www.wirral.gov.uk/sites/default/files/all/About%20the%20council/Wirral%20Plan/Pledges/Q4%202020%20Pledges/Pledge%2013%202019_20%20Q4%20Transport.pdf

Future Development

Going forward, Wirral's growth aspirations will present opportunities to encourage and enable an increase in cycling. Therefore, there is a need to consider the implementation of an efficient and usable cycle network, and plan how this is developed and managed. As part of the planning application process, we ensure that cycle parking is provided at key developments, along with other accompanying features for cyclists to ensure the development is accessible by bike.

We are currently developing a comprehensive Active Travel Plan which will provide a framework for the development of our walking and cycling network going forward and support future funding bids.

4.16 Public Rights of Way

A Public Right of Way (PROW) is a highway, usually in the form of a footpath, which the public has a right to use at any time. We currently maintain around 160km (100 miles) of public footpaths, bridleways and byways, plus other 'permissive' paths.

The official PROWs are recorded in the Definitive Statement, which is available [here](#).

4.17 Coaches

Coach parking helps to attract tourism which in turn has beneficial effects on the local economy. Drop off/pick up facilities are located at Europa Pools along Conway Street, and on Chester Street, Birkenhead nearby the Woodside gyratory (to accommodate national and local services). The Chester Street facility is situated close to Hamilton Square train station, and Woodside bus and ferry terminal.

The current provision of coach parking within the borough is considered to be acceptable, however as part of the Council's regeneration programme there will be a requirement to evaluate the future need for such facilities to prevent any future problems on the network.

4.18 Taxis

The Licensing Service is responsible for issuing all taxi related licences, as required by law. They also monitor compliance with licence conditions, standard of service offered to the public and take enforcement action where necessary ([Taxi and Private Hire](#)).

The following taxi-related licences are issued by the Licensing Section:

- Private Hire Driver
- Private Hire Vehicle
- Private Hire Operator
- Hackney Carriage Driver
- Hackney Carriage Vehicle

There is currently a limit on the number of Hackney licences issued by Wirral Council. Recently, an independent review of Hackney licenses was carried out with the findings of the review indicating the current provision, and limit, of Hackney licences could be maintained with no effect on service provision. We continue to review Hackney licence provision to ensure the needs of our residents, businesses and visitors are met. Taxi rank and operational issues are considered at the Private Hire / Hackney Carriage Joint Consultative Committee.

Car Parks

The Parking Policy and Strategy is available to view [online](#). It encompasses both on-street and off-street parking and provides a framework for parking management within the borough. It will be regularly reviewed and updated to ensure it continues to complement, and secure delivery of, parking policy dependant strategies such as the climate emergency and active travel plans linked to government legislation and other local policies. We are continuing to expand our network of Electric Vehicle charging points. Blue badge holders continue to be able to park for free in any of the disabled parking spaces or standard Pay & Display parking bays.

Additionally, we are an advocate of JustPark – a cashless parking system that allows users to pay via a mobile app. Drivers are also able to search, navigate to, and pay for parking spaces using the app. Cashless parking is available at all pay and display car parks throughout Wirral.

4.19 Park & Ride

Park and Ride facilities are essential in reducing the dominance of private vehicular trips, thus alleviating congestion on the road network. In conjunction with Merseytravel, we offer park and ride services at 12 rail stations in Wirral which also include cycle storage facilities ([Secure Cycle Shelters](#)):

- Birkenhead North (630 spaces)
- Bidston (198 spaces)
- Bromborough (87 spaces)
- Eastham Rake (101 spaces)
- Green Lane (60 spaces)
- Hoylake (167 spaces)
- Leasowe (207 spaces)
- Bebington (24 spaces)
- Meols (62 spaces)
- Moreton (34 spaces)
- Rock Ferry (25 spaces)
- Spital (141 spaces)
- Wallasey Grove Road (168 spaces)
- Seacombe Ferry Terminal (200 spaces)

Wirral continue to liaise with Merseytravel to deliver a rolling programme of P&R improvements. Consideration will also be given to the introduction of bus-based P&R if/where appropriate, to expand choice for travellers and encourage modal shift.

We ensure that access to all stations by all modes of transport is available, ensuring crossings are in appropriate locations, bus stops are to standard, and cycle parking is provided at stations. Regular engagement is undertaken with Merseytravel and Merseyrail to address specific issues.

4.20 Motorcycles

We are part of the BikeSafe initiative, which is a nationwide plan of action to reduce the number of motorcycle collision casualties by promoting safer riding. BikeSafe Merseyside was formed as a partnership between Merseyside Police, Merseyside Fire and Rescue Service and Wirral Council as an active response within the national BikeSafe initiative. BikeSafe workshops are held on the Wirral to promote safe riding systems for everyday motorcyclists.

Additionally, motorbike users do not need to display permits, vouchers or pay and display tickets and can park for free in any Wirral Council pay and display car park or on street pay and display parking bays. Car parks with specific motorbike parking bays include:

- Claughton Road/Oliver Street, Birkenhead
- Barton Street, Birkenhead
- Elgin Way, Birkenhead

- Seaview Road, Liscard
- Manor Road, Liscard
- Cherry Tree Centre, Liscard

4.21 Abnormal Loads

An 'abnormal load' is defined as a vehicle which has any of the following:

- A weight of more than 44,000 kilograms (44 metric tons)
- An axle load of more than 10,000 kilograms for a single non-driving axle and 11,500 kilograms for a single driving axle
- A width of more than 2.9 metres
- A length of more than 18.65 metres

Two days' notice is required if a driver intends to take an abnormal load on the highway network. For large enquiries, i.e. from Highways England, assessments are made within five full days and involves liaison with the Police where escorts are required.

Whilst abnormal load movements often take place during off-peak hours, there is usually minimal effect on congestion.

Highways England's Electronic Service Delivery for Abnormal Loads (ESDAL)

[ESDAL](#) is Highways England's official website that is used by police, hauliers, local highway authorities, bridge authorities and any other interested agency, to effectively manage the movement of Abnormal Indivisible Loads throughout the UK.

All information is captured and stored by Highways England via a web portal. A haulier will enter the details of the Abnormal Indivisible Load movement, and the software will provide a map of a suitable route, informing the haulier of any structures that may pose a hazard (e.g. a weak bridge). The software automatically notifies the Police and any other interested agency in every Force area that the load is to pass through. This provides the relevant authority and Police the opportunity to raise an objection. The haulier must then carry out an effective risk-assessment regarding the resource required. The software automatically highlights notifications that have not been made within the legal timeframe, enabling the Police to decide whether to accept or reject the notification.

5.0 Managing the Network

5.1 Integrated Network Management

Recommendation 6 (An Integrated Network) of the Road Liaison Group's [Well Managed Highway Infrastructure: A Code of Practice](#) document states that "*The highway network should be considered as an integrated set of assets when developing highway infrastructure maintenance policies*".

Highway infrastructure management policy needs to be developed integrally with the overall management of the network. We consider the needs of all road users, particularly the vulnerable, in planning and managing the network. This has special implications for maintenance, as when schemes are planned and programmed, there may be an opportunity to incorporate added value to safety, priority, integrity or quality of:

- footways and crossing facilities (particularly for vulnerable users);
- cycle routes and crossing facilities;
- motorcyclists;
- facilities for public transport and users (and also to influence reliability); and
- facilities for freight movement.

5.2 Network Operation

The Network Management Plan forms the basis for operation of the network and how it should be developed. The overall aim is to:

- Achieve an easy to use, consistent and functional road network for all users which links well with its neighbours; and
- Facilitate the efficient and safe movement of people and goods whilst protecting the quality of life within communities.

The Council will continue to implement innovative, value for money solutions that get more out of the existing transport network without compromising road safety. These solutions include continuing and expanding our behavioural change initiatives to reduce traffic volumes, improving the attractiveness of commercially operated public transport services through partnership with bus operators, improving walking and cycling facilities, targeted demand management through parking management and replacement and upgrading of the current urban traffic control system to provide route guidance and journey time information.

Roadworks on the network have the potential to cause congestion, even if only temporary, this can add delays and frustration to road users. It is therefore essential that all roadworks by any contractor is properly managed.

The Network Management Plan will look to minimise the impact of traffic and congestion on the network and support all modes of transport.

We will:

- Update and continue to develop our Local Street Gazetteer (LSG) to ensure all information is kept centrally and controlled from one point of contact. The Council's Geographic and Mapping team maintains the Street network for Wirral that feeds into the [National Street](#)

[Gazetteer](#) and is utilised by the Streetworks team as well as external partners including Department for Transport, emergency services and statutory undertakers;

- Review and update our traffic sensitive streets in-line with Government guidance;
- Develop and implement a map-based system for recording Traffic Regulation Orders;
- Extend street works management practices to include the authority's own work, works undertaken by developers and utility companies;
- Continue to operate effective parking regulation and control, regularly reviewing our policies and procedures to ensure that they support the delivery of the NMP;
- Work to ensure that all regulatory features, such as double yellow lines and other such parking restrictions are maintained to a standard that enables their enforcement;
- Review the awareness of works programmes and congestion implications within the Highways Operational Services contract;
- Improve the high quality walking and cycling route network with priority given to New Brighton, Birkenhead and Leasowe through the Local Cycling and Walking Infrastructure Plan process;
- Be aware of and support any future technological advances that could impact on network operation (electric and autonomous vehicles);

5.3 Permit Scheme

In October 2017, we became a permit authority. This replaced the previous notification process where works promoters would submit a 'notice' advising the council of intended works. The permit scheme allows us to have more control over the time and nature of works taking place on the highway, particularly on parts of the network which are traffic sensitive.

Under the permit scheme, organisations, such as utility companies, now need to [apply for a permit](#) before they start any works on the highway network. The only exception to this is emergency works, as defined in section 52 of the [New Roads and Street Works Act, 1991](#).

Aims of the Permit Scheme

Being a permit scheme authority enables, amongst other things, the following:

- apply parity to all works promoters carrying out activities on the highway;
- encourage collaborative working;
- enable greater coordination of all planned works;
- reduce the disruption and delays caused by street and road works;
- enhance safety of all road users at street and road works; and
- enhance the reliability of activities taking place at a particular time on the Strategic Road Network.

Going Forward

Communication and strong links between all highway service areas is essential to achieving the aims of the permit scheme, which contribute towards good network management. The implementation of the permit scheme is overseen by the Traffic Manager, who is responsible

for considering the impacts of works/events on the highway, encouraging communication and coordination of those works/events and making decisions regarding what work should and should not take place.

Dig Once

Liverpool City Region are investing in building a 200km+ digital infrastructure network across all 6 local authorities to provide fibre backhaul connectivity to support and boost economic opportunities and social inclusiveness. The programme will be owned and managed in conjunction with a joint venture partner (to be appointed in November 2020) and is expected to be completed by 2023.

The 200km+network is referred to as the spine route and there is expected to be interest in some locations in connecting the spine route with existing or new ducting laid and owned by individual local authorities.

A “ Dig Once” policy is to be introduced to ensure that where there are highway initiatives such as regeneration or upgrade programmes running alongside or in close proximity to the spine route , the opportunity is not missed to lay ducting as part of the scheme. This will be funded by LCR and the agreement will be that LCR will therefore subsequently own and maintain the ducting and fibre network.

Dig once opportunities “off spine” are being considered in the same way but they will not be LCR funded and will be owned and maintained by the individual LA.

5.4 Temporary Traffic Regulation Orders (TTRO)

A TTRO is made when it is necessary to prohibit or control vehicular and/or pedestrian traffic along the highway for the duration of works or an event on the highway, and can be applied to roads, footways or public rights of way. We will make a TTRO on behalf of a works/event promoter to cover planned situations, whilst an emergency notice may be also necessary if access is needed without delay. Details of different types of TTROs are found in the [Road Traffic Regulation Act, 1984](#).

TTROs are normally used to allow works to be carried out on apparatus located within the highway. This typically includes the installation of, or maintenance works to services such as gas, electricity, water etc. We require as much notice as possible when applying for a TTRO as the works must be publicised in the local press; minimum timeframes for TTRO applications is 12 weeks.

5.5 Congestion

The impact of congestion on businesses and quality of life is a concern to many residents, business owners and road users. Economic costs, air quality and noise pollution are often raised as the main problems associated with congestion.

Some parts of our road network currently experience congestion problems at peak times, and other areas are likely to suffer in the future, when development associated with Wirral’s growth aspirations are brought forward.

We monitor congestion hotspots by collecting data from traffic signal controllers and CCTV locations. It is crucial that these areas are closely monitored to minimise the impacts of congestion. Knowing where congestion occurs now, where it may occur in the future, why

congestion is happening and what roads are affected enables us to prioritise improvements to the network.

Ensuring that the network is managed, and maintained effectively, can also help to reduce the economic, and environmental cost of congestion in the borough.

To support future network planning Wirral uses a SATURN traffic model which is the lower tier highway model to the over-arching strategic regional Liverpool City Region Traffic Model.

5.6 Bridge Strikes

A bridge strike occurs when a motor vehicle crashes into a bridge at a location where a road or railway passes over a road. These incidents can cause death or serious injury to road and/or rail users. After an incident, the bridge needs to be checked to make sure it is safe, and debris is to be cleared. This can cause significant delays to both road and rail users, as well as disruption to the affected community.

If a bridge strike occurs, it should immediately be reported to Network Rail by using the telephone number on the identification plate fixed to the bridge. Network Rail, working with police forces, have developed a [bridge strike protocol](#), which details the roles and responsibilities of the respective control offices when responding to a reported bridge strike.

The Traffic Manager acts as the 'bridge champion' and is the first point of call for any issues related to bridge strikes.

5.7 Partners

In fulfilling the Network Management Duty, we work closely with a series of key partners, both within and beyond the borough boundary. Our partners include:

- All internal Wirral Council Departments
- Highways England
- LCR Combined Authority
- All LCR Local Authorities
- Cheshire West and Chester
- Mersey Dee Alliance
- Merseyside Fire and Rescue Service
- Merseyside Police
- Merseyside Regional Ambulance Service
- Merseytravel including Mersey Tunnels
- National and Regional Traffic Control Centres
- Statutory Undertakers
- Developers
- Other undertakers, e.g. developers, etc.
- Passenger Transport Operators

- The Public

Forums exist for liaison with the above partners, including:

Regional Traffic Managers Meeting: Liaison between neighbouring authority Traffic Managers.

Highways England – Liaison with Highways England and their agents through quarterly co-ordination meetings.

5.8 Co-ordination of Planned & Unplanned Events

Arrangements are in place to gather information about planned works or events. It is the role of the Traffic Manager to consider how to organise these works and agree (or stipulate) the timing of these works or events to minimise disruption to the network.

Currently, anybody planning on hosting an outdoor event in Wirral is required to liaise with the Wirral Event Safety Advisory Group (WESAG), in order to help plan safely. Guidance for planned events is available [online](#). WESAG is made up of a number of agencies, including:

- Highways
- Wirral Council Licensing
- Parks and Countryside
- Environmental Health
- Health Safety and Resilience
- Merseyside Police
- Merseyside Fire and Rescue Service
- North West Ambulance Service
- Merseytravel

Co-ordination between statutory undertakers and event planners is key to ensure there are no conflicts between the two, with regard to permits.

Management of Unplanned Events

Unplanned events occur outside a local authority's control. Contingency plans have been established for dealing with unplanned events on the public highway promptly and effectively. The Traffic Manager ensures that all parties involved in making these contingency arrangements are fully aware of their responsibilities when unplanned events occur on the public highway and have the information they need to put the necessary plans into practice quickly.

Most unplanned incidents, whether on the highway network or not, can have implications for road users, causing disruption and congestion. Examples include; inclement weather, tidal surges, terrorist incidents, collapsed building, etc. Procedures are in place to manage the effect of such incidents, which cover dealing with the incident itself and communicating it to road users and stakeholders.

We work in-house to control incidents and provide responses to any unplanned events on the highway (e.g. signage to show road closures/diversions, notification to emergency services). Responses are planned in close conjunction with Highways England, who are notified of any incidents on the Major Route Network. In the event of incidents on the

motorway network, tactical diversion routes via the local road network have been agreed with Highways England during motorway closures.

The Civil Contingencies Act requires that we, as a 'Category One Responder', ensure we can respond in support of the emergency services following a major incident. We have adopted an '*All Hazards Emergency Plan*' which ensures that emergency services would receive comprehensive support from Wirral Council, if needed.

We manage all incidents on the highway 'in-house' to ensure they are managed quickly and effectively from an early stage. For incidents that occur outside of normal working hours, a Senior Duty Officer is responsible for co-ordinating the response which may involve utilising the highways emergency call out service. This may involve attending the incident and ensuring appropriate measures are in place in cooperation with the emergency services and other service providers. Where the incident requires a road closure or traffic diversions arrangements are in place to set out adequate signage to indicate the road closures, diversions, etc ([Emergency contact arrangements](#)).

It is the role of the Traffic Manager to act as the first point of contact for unplanned events/incidents on the highway and to communicate those messages throughout the highways service. This ensures that the information can be conveyed to the relevant council officers, neighbouring local authorities and/or emergency services, as appropriate.

Routine Co-Ordination of Highway Works/Street Works Activities

In accordance with Section 59 of NRSWA 1991 Wirral Council hold major works co-ordination meetings on a quarterly basis with statutory undertakers and key stakeholders.

The invitation extends to the Police and our Neighbouring authorities. The meetings are designed to discuss both planned utility works and major highway works forthcoming in the year and provides details of major projects. This meeting is used to foresee and plan what's projected to happen in the future. As we are now a permit authority, statutory undertakers access to the traffic sensitive network requires a permit and works cannot be carried out without permission of Wirral Council.

Leadership is key to ensure these meetings are successful and achieve the primary objectives of maximising works coordination and minimising highway disruption. It is the responsibility of the Streetworks Manager to attend these meetings to provide direction where conflicts occur and offer decision making at a senior officer level.

5.9 Highway Authority and Utilities Committee Meetings (HAUC)

HAUC meetings bring highway authorities and utility service providers together with the aim of reducing the impact of street and road works on members of the public throughout Wirral. HAUC meetings work to ensure that processes, systems and legislation do not hamper the travelling public, whilst continuing to maintain the essential services that utility companies and highway authorities provide.

It is the responsibility of the Traffic Manager to attend, or to allocate a representative with the appropriate skills and senior level to attend these meetings.

5.10 Joint Authorities Group (JAG)

Wirral Council attend the Joint Authorities Group North West quarterly meeting. The JAG includes members of the emergency services and Merseytravel and plays a vital role in ensuring events taking place on the highway are effectively organised, safeguarding and maximising the provisions contained in the New Roads and Streetworks Act (1991) and the Traffic Management Act (2004), and is particularly relevant to the Traffic Sensitive Network.

The aforementioned Acts give powers to the highway authorities to control the activities of utility works on its highway network, which is an essential component in enabling the Traffic Manager to satisfy the requirements of the Network Management Duty. It is the responsibility of the Traffic Manager to either attend, or send a suitably skilled and senior representative, to these meetings.

5.11 Asset Management

Highway asset management is intrinsically linked to network management. Maintenance of the asset is key to ensuring the expeditious movement of traffic on the network; a fundamental principle of network management. The latest guidance on the application of asset management principles are set out in the new national [Code of Practice](#) 'Well Managed Highway Infrastructure' (WMHI) published in October 2016 by the UK Roads Liaison Group.

Self-Assessment

In December 2014, the Secretary of State for Transport announced that £6bn would be made available between 2015/16 and 2020/21 for local highways maintenance and capital funding. This incentive fund is allocated to authorities who apply good asset management principles with a 'self-assessment' questionnaire providing a set of [criteria](#) to qualify for funding.

The self-assessment system ranks us into 1 of 3 bands which correlates with the level of funding provided, with band 3 representing the highest level of funding. Each year a sliding scale reduces the proportion of funding provided to authorities who do not achieve band 3 in order to incentivise continuous improvement. It is our aim to achieve band 3, which enables the highest incentive fund allocation from central government.

Our latest submission met the criteria for band 2 funding. The Director for Neighbourhood Services is committed to ensuring that we meet the criteria which enables us to apply for 'band 3' funding. In response to the self-assessment process we have recently adopted the following asset management policies aimed at providing an overarching framework for good asset management in the borough:

- Highway Infrastructure Asset Management Policy (HIAMP)
- Highway Infrastructure Asset Management Strategy (HIAMS)

Highway Infrastructure Asset Management Policy (HIAMP) and Strategy (HIAMS)

The following Highway Infrastructure Asset Management Policy statements have been developed based on the required outcomes of the Wirral Council Plan 2025 and the Wirral Local Plan and the contribution that highway services make towards delivering those outcomes.

Statement 1

Wirral Council will publish and operate a formalised Highway Infrastructure Asset Management Strategy, aligned to the corporate vision, to ensure the optimal use and direction of the Council's resources in managing and maintaining the borough's highway assets for the benefit of current and future stakeholders. Plans and practices will be developed and reviewed to support the Strategy.

Statement 2

Wirral Council will plan all aspects of maintenance intervention and treatment choices using a formalised asset management, risk-based approach taking into consideration the safety of stakeholders, customer expectations, network hierarchy, levels of service, network condition and social / environmental impact.

Key Supporting Principles

The Strategy is based on the need to:

- Support the vision and aims of the Council;
- Support transport objectives and other corporate and local strategies, objectives and plans;
- Meet statutory obligations;
- Provide a safe and serviceable, customer focused highway network;
- Set out clear decision-making processes and levels of service through consultation with stakeholders;
- Provide effective prediction of future budget requirements and make value for money decisions based upon whole-life lifecycle models for all core highway assets; these models will allow us to predict and undertake timely intervention, using appropriate maintenance methods and maximising operational life for optimum whole life costs (both short and long term);
- Take account of the needs of all highway users and support measures that will improve assets that encourage walking, cycling and the use of public transport;
- Utilise the most sustainable resources and methods throughout an asset's lifecycle with the aim of reducing, and where possible mitigating, environmental impacts;
- Identify the network hierarchy and review the resilience of these networks towards disruptive events; management and maintenance of the networks will be prioritised to minimise the effect of these events;
- Adopt a risk-based approach for all aspects of highway maintenance including setting levels of service, inspections, responses, resilience, priorities and programmes to obtain a clear understanding and assessment of the likelihood of asset failure and the potential consequences; and,
- Collaborate with our partners and stakeholders in addition to neighbouring authorities, and in particular the Liverpool City Region, to increase efficiencies, reduce costs and sustain local service levels.

5.12 General Maintenance

Maintenance Type

The main types of highway maintenance are as follows:

- reactive - responding to inspections, complaints or emergencies;
- routine - regular consistent schedule, general pothole repairs / patching, cleaning, grass cutting and landscape maintenance;
- programmed - flexibly planned schemes primarily of resurfacing, reconditioning or reconstruction;
- regulatory - inspecting and regulating the activities of others;
- winter maintenance; and
- resilience - weather and other emergencies.

Each of these maintenance types contribute in varying degrees to the core objectives of safety, serviceability and sustainability. The Senior Manager for Highways Maintenance and Street Lighting compiles a maintenance plan each year, based on road classification and condition and works closely with the Streetworks team to ensure the maintenance programme is coordinated with statutory undertakers to minimise disruption and enhance network operation.

Maintenance Category

Within each of the above types there are various categories of maintenance as follows, each of which should be considered in terms of their output contribution towards the core objectives of safety, serviceability and sustainability:

Reactive

- all assets - sign and make safe for safety purposes.
- all assets - provide initial temporary repair for safety purposes.
- all assets - provide permanent repair for safety purposes.

Routine

- carriageways, footways and cycle routes - minor works and patching.
- drainage systems - cleansing and repair.

The following measures will be used to plan works effectively:

- Best use of school holidays for works to take advantage of reduced traffic flow;
- Internal team meetings to agree on programming of highway works;
- Agreement of night-time working if appropriate and acceptable to Environmental Health with regard to noise nuisance in residential areas;
- Weekend closures to carry out works if necessary in consultation with residents and businesses;
- Review the Traffic Sensitive Street Network, including the hours of traffic sensitivity;
- Meetings with event's organisers/developers/utility companies and highway contractors to discuss individual works and local conditions; and
- Attendance at neighbouring boroughs co-ordination meetings to discuss impact of works on each other's networks.

Winter Maintenance

The Highway Winter Service Operational Plan sets out the standards for the treatment of the borough's highway network as a consequence of winter weather. The Highway Winter Service Policy (2019-20) sets out our approach, and details how winter service will be managed.

The Policy is based on the need to adopt priorities for winter service, which are coherent with the wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. It looks to:

- Maintain the resilience of the network.
- Consider treatment of facilities for public transport users.
- Consider treatment of facilities for road user.
- Consider treatment of facilities for walking and cycling.
- Consider treatment of transport interchanges.
- Consider treatment of promoted facilities such as community or leisure centres.
- Consider the extent of priority for emergency services.
- Consider the extent of priority for key public services and critical infrastructure.
- Consider the extent of priority for vulnerable users.
- Maintain the resilience of Winter Service resources.
- Consider other local circumstances that maybe adversely affected.

Street Repairs

We have a duty to ensure that all roads and footpaths in our ownership are properly looked after and safe to use. This includes signs and road markings on the highway. Ensuring that repairs are undertaken quickly can have a positive effect on safety and ensures the network is suitable for all modes of travel for all users.

We undertake safety inspections of all roads and footpaths at regular intervals to ensure there are no significant hazards which could endanger highway users.

Structural Maintenance Engineering Work on the Highway

An [annual structural maintenance rolling programme](#) is compiled by Highways and Infrastructure Services and approved by the Environment, Climate Emergency and Highways Committee. This programme looks at the requirements for structural engineering works on existing highway assets (such as bridges, culverts, embankments, retaining structures, footbridges and cycleways) and is prioritised on a risk-based approach taking account of safety, network hierarchy, levels of use, network condition and environmental impact.

5.13 Technology

Technology continues to develop at breath-taking speed. This brings with it challenges and opportunities in equal measure. We must be – and will be – a council which is fit for the digital world.

Urban Traffic Control Unit (UTC)

The UTC unit acts as a hub for traffic control, maintenance of traffic control systems, and other intelligent transport systems, linked to multiple central control systems. UTC monitors and controls the operation of signal installations, and helps Wirral in achieving the following objectives:

- Well maintained and reliable traffic signal equipment;
- Active real-time control to reduce congestion and improve traffic flow;
- Provide road safety traffic control measures;
- Promote reliable journey times; and
- Provide accurate information.

We have implemented measures to optimise signal timings on major routes in the borough, making use of Split Cycle Offset Optimisation Technique (SCOOT) which reduces congestion and delay by monitoring traffic flow on a corridor and altering traffic signal timings to suit real time conditions. This ensures that the traffic signals are operating correctly and that most faults are automatically recognised and reported to our maintenance contractors as soon as possible.

As part of the Key Route Network funding, the Liverpool City Region has recently received the funds to upgrade the entire SCOOT network across the city region. This would enable consistency of traffic signal technology throughout the network and allow each controller to interact with each other to enhance operational efficiency across borders, with the aim of reducing congestion and delay. It will therefore enable our traffic signals to communicate with adjacent Authorities' systems Intelligent Transport Systems (ITS). Additionally, our Traffic Signals Officer attends the Northwest Traffic Signals Group, which enhances collaboration between neighbouring boroughs.

The UTC unit and SCOOT system is complemented by an extensive CCTV network. This system ensures capacity efficiency in the highway network and is used on the main strategic routes within the borough.

Stratos Software

We utilise Stratos software – a cloud-based traffic signal management technology which is used for UTC and traffic signal management purposes. Stratos has been developed by Siemens, who are the term maintenance contractor for traffic signal installations in Wirral.

Stratos is designed as a Strategic Traffic Management tool with capabilities including:

- Urban Traffic Control
- Remote Monitoring
- Journey Time and Environmental Monitoring
- Variable Message Sign
- Fault Management
- Car Park information
- Disruptions Management
- Public facing website capability

InView Software

InView is a fault and asset management system developed by Siemens. It allows Traffic Managers to keep a record of traffic monitoring and control equipment and track the status of that equipment (including maintenance issues, running costs and equipment reliability). It is cloud-based, with a web browser interface, and offers fault reporting and asset management.

Once a fault is logged, the Siemens depot in Lowton is alerted. The messages are conveyed to the relevant engineers, who carry handheld devices capable of notifying the details of the problem, who is then responsible for responding to the issue. The severity of the issue then influences the response priority.

One.Network

Roadworks.org is the national roadworks database for England and Wales. This system, developed by Elgin, is embedded to the Wirral Council [website](#), and allows the public to view full details of all roadworks at a single click. The software can be set up to provide notification of works or events on the highway in Wirral and is also able to notify diversion routes to users, to improve awareness of road closures and enable users to plan journeys accordingly.

Variable Message Signs (VMS)

We have a number of Variable Message Sign installations throughout the borough. These are an effective means of communicating messages to highway users to inform of incidents or events on the highway network, such as road closures, to assist road users route choice and make best use of available highway capacity.

VMS is an integral part of the UTC and can provide information on a wide variety of events/incidents/roadworks to appropriately influence travel behaviour, with the primary function being to deliver early traffic information so motorists can divert from their chosen course if necessary. They also have a role to play in notifying motorists of forthcoming events, major incidents, environmental requirements and even delivering road safety messages.

VMS are present on Local Authority roads approaching the Mersey Tunnels, with two signs on the Wallasey Tunnel Approach Road, one heading towards the Tunnel and one heading towards the motorway. These are not connected to those on the motorway. However, in the future, the VMS will be capable of linking to corresponding systems in other LCR Local Authorities.

The new 'A Bridge' on Tower Road is a key asset of our strategic road network and facilitates access to the Port of Liverpool and major regeneration sites. VMS is also utilised on approach to the bridge, which notifies motorists of closures and provides alternative routes.

Vehicle Activated Signs (VAS)

A number of Vehicle Activated Signs are available throughout the borough. VAS are road signs that light up to warn drivers of a hazard, typically a speed limit or hazard near a school. The signs are activated if drivers travel above the speed limit or too fast for local conditions, focusing the driver's attention back to the required speed.

Journey Time Monitoring

Local Authorities are required to demonstrate tangible evidence that their traffic-reduction measures are having a positive effect on highway operation. One way of doing this is through journey time monitoring using Automatic Number Plate Recognition (ANPR). There are a number of ANPR units throughout the borough which could be used for journey time monitoring.

Customer Relations Management (CRM)

Our CRM system allows it to fulfil its customer facing responsibilities, including any queries on traffic management, infrastructure assets and waste management services. The system has a service level agreement of 10 days for MPs and councillors, and 15 days for the general public. Contact can be made via the [council website](#) which also has online chat facilities.

5.14 Highway Obstructions

The Police have the powers to deal with highway obstructions. It is our duty to work alongside Police in order to keep the public highway clear – not just for vehicles, but for pedestrian footways, cycleways and public rights of way.

5.15 Miscellaneous Activity

In addition to highway works and events, the [Highways Act 1980](#) sets out the legislative regime controlling a variety of other activities on the highway. This includes the placing of skips, scaffolding and building materials on the highway.

There are measures in place to manage applications and licences for skips and scaffolding, which is overseen by Building Control. This information is then shared with the Streetscene manager, who has the final say on whether the license is granted. The coordination between Building Control, Streetscene and the permit scheme helps to reduce conflict.

Details of how to apply for a skip permit are found on the council [website](#).

5.16 Enforcement

Enforcement is an essential element in keeping traffic moving on the highway network. It also assists in realising the full effectiveness of schemes introduced for road safety or accident reduction purposes and can help in the delivery of demand management and modal choice objectives.

5.17 Powers

Tackling congestion on the road network is a key aim of the Network Management Duty. The TMA gives us the powers to consider what measures are necessary to keep roads clear in order to keep traffic moving. We have a range of powers and duties under which we maintain and improve the network and manage its use and the activities taking place. These powers include:

- Highways Act 1980 principally covering the structure of the network;
- New Roads and Street Works Act 1991 covering utility street works;
- Road Traffic Regulation Act 1984 regulating the activities of road users.

The TMA adds to these powers, imposing the Network Management Duty, which requires local traffic authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving.

Traffic Regulation Orders (TRO's)

Through the provisions of the Road Traffic Regulation Act 1984, we are able to make TRO's to manage and control where parking is permitted on the highway network, regulate speed limits and other moving traffic issues. Traffic regulation orders are prioritised for addressing road safety issues but can also be helpful to address other road traffic issues such as problematic parking or obstruction.

We will investigate updating and modernising how we capture Traffic Regulation Orders (TRO), using a map-based system. The system will allow consistency, quality and risk reduction in the TRO process.

5.18 CCTV

Our CCTV network plays an important role in keeping traffic moving. CCTV is present in town centres, community shopping areas, major traffic routes along with some housing estates and car parks. CCTV is key to identifying congestion locations on the network in real time live to provide early warnings of incidents in order to facilitate a swift response.

Camera Enforcement

Camera enforcement is already used on Merseyside as part of the Merseyside Road Safety Camera Partnership with the aim of improving road safety by speed awareness and enforcement.

The TMA 2004 allows for the enforcement of parking regulations with approved devices (fixed or mobile cameras). Mobile CCTV cameras are used in places where enforcement is difficult or sensitive such as school entrance markings. The mobile CCTV unit is prioritised based on requests from members of the public and council officers. Camera enforcement is considered an important element of the tool kit available to us to ensure the effects of congestion are minimised.

Currently Merseyside Police are responsible for enforcing the majority of moving traffic offences and other non-moving offences. However, through devolution of powers relating to moving traffic offences to local authorities, we are currently considering the feasibility of implementing enforcement on the following contraventions:

- Box junctions
- Banned turns
- Prohibition of stopping

Car Park Management

[The Road Traffic Act 1991](#) sets out the powers Local Traffic Authorities have in relation to parking enforcement. Authorities need to ensure that roadside controls preventing loading, parking, the banning of particular traffic movements continue to exist where there is a need for them.

Part 6 of the TMA provides for a single framework in England for the civil enforcement of parking. The aim of this is to provide a reasonable, transparent and proportionate system of parking enforcement that is applied consistently across the country. Thus, increasing public confidence by providing a system that can be seen to be balanced and fair to the motorists, whilst satisfying our transport and parking duties.

5.19 Education and Encouragement

Travel Planning

Congestion is a key barrier to movement and can impact upon the economy, environment and liveability of a city. Car use for travel to work has been increasing in Wirral and across LCR Merseyside. As regeneration continues and employment increases, the contribution of travel to work to congestion and poor air quality will also increase without intervention.

As one of the largest employers in Wirral, we recognise that we have a significant role to play in promoting sustainable travel. Sustainable travel can have a number of benefits in terms of reducing congestion, therefore benefitting the economy, environment and overall health and wellbeing. This is also supported by Wirral's Climate Change strategy which aims to use more sustainable modes of transport, more fuel-efficient vehicles and less polluting means of getting around.

Walking and Cycling Promotion

The benefits of increasing active travel are wide reaching for economic, transport, health and environment sectors.

A set of [cycle maps](#) have been developed by Merseytravel for local areas which cover Merseyside, and, in particular, Wirral. Merseytravel also work with BikeRight to offer free National Standard on-road cycle training to young people and children in Merseyside, organised through schools.

The new '[Arrive Happy](#)' campaign will also form part of the marketing strategy for cycling, presenting a positive opportunity to communicate the benefits of cycling and enabling greater activity. In addition to this, we also encourage cycle training for all ages through [Cycling UK](#).

Additionally, Wirral walking guides are available at www.visitwirral.com. Living Streets, working with Merseytravel, also celebrates National Walking Month, which provides incentives for walking (in the form of health benefits).

Communication and Informed Choices

All projects proposed by the council undergo a comprehensive consultation procedure involving all key stakeholders. Given the scale of forthcoming projects and the likely impact upon the highway network, detailed planning and consideration is required, in order to minimise network congestion and disruption particularly once works commence on-site.

Whilst it is acknowledged that some disruption is inevitable throughout the forthcoming development of Wirral's growth aspirations and Birkenhead Town Centre, it is important that relevant information is communicated effectively to road users and stakeholders so that journeys can be planned, and disruption minimised.

Improving Bus Services

Merseytravel are responsible for making decisions on bus service provision. When necessary, we will support commercial operators in reviewing, updating and improving new and existing bus infrastructure, services and routes. We must also be mindful of the impacts of any proposals on congestion and disruption particularly on major routes.

Wirral Council support Merseytravel with the introduction, replacement and upgrade of existing bus stops by assisting with identifying suitable locations, assessing impact on the highway and considering whether additional measures are required such as bus stop clearway road markings. The accessibility of bus service provision from existing footway and cycle links is also considered.

5.20 Personal Injury Collision Locations

Areas with poor road safety records are monitored closely. This gives us a platform of evidence to introduce mitigation schemes and improve road safety for all users. This could include traffic calming, speed limit reviews, altering the layout of a road or even closing a road. The [Wirral Road Safety Plan](#) details the approach to tackling identified road safety issues.

Under Section 39 of the 1988 Road Traffic Act, local authorities have a statutory duty to "take steps both to reduce and prevent accidents". As a result Local Authority Partners must:

- Prepare and carry out a programme of measures designed to promote road safety;
- Carry out studies into accidents arising out of the use of vehicles on roads within their area, and take appropriate measures to prevent such accidents; and
- Take measures to reduce the possibilities of road accidents when building new roads.

5.21 Planning & Development

The Highways Development Control team supports the planning department with the assessment of planning applications, purposely looking at the traffic and highway implications and the affect proposed development will have on it. We look to deliver development in conjunction with the documents described below.

National Planning Policy Framework (NPPF)

The [NPPF](#) sets out the government's planning policies for England and how they are expected to be applied. It sets out the government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

The NPPF sets out the following guidelines regarding transport:

'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure*
- *Safe and suitable access to the site can be achieved for all people*
- *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *Consider the needs of people with disabilities by all modes of transport.'*

Wirral Unitary Development Plan (2000)

The [Unitary Development Plan](#) (UDP) sets out our policies and proposals for the use of land within the borough, and is an important factor in assessing and determining planning applications. In relation to transport, the document states that *'land-use policies and transport programmes should help to reduce growth in the length, and number of, motorised journeys, encourage alternative means of transport which have less environmental impact and hence reduce reliance on the motor car'*.

The overall aim of transport policy is to provide for the mobility needs of residents, visitors and local businessmen by providing the most efficient transport system possible within Wirral. The [transport section](#) in the UDP sets out a number of proposals and policies in itself which must be adhered to during the planning process.

5.22 The Future

Future Development

Over £4.5bn worth of development has been proposed for Wirral's growth aspirations. The complex project covers a number of sectors from housing, employment, industry and environment, and therefore creative approaches to inclusive placemaking are needed.

A design guide for the central area of Birkenhead and its waterfront with an associated Public Realm Strategy and Delivery Plan is currently under development. The five goals for public realm enhancement include:

PUBLIC REALM ENHANCEMENT GOALS

				
An inclusive environment	Public safety and ease of movement	A healthy environment that supports wellbeing and cohesion	A high quality environment	Economic benefit

We have put in place measures to ensure all development associated with Wirral's growth aspirations is overseen, and this new practical approach to placemaking is adhered to.

Future Mobility

The way people and goods travel from point A to point B is changing, driven by a series of converging technological and social trends. The rapid growth of carsharing and ridesharing; the increasing viability of electric and alternative powered vehicles; new, lightweight materials; the uptake of services such as Uber, and, ultimately, autonomous vehicles. The result is the emergence of a new ecosystem of mobility that could offer faster, cheaper, cleaner, safer, more efficient, and more customised travel.

6.0 Monitoring & Review

6.1 Action Plan

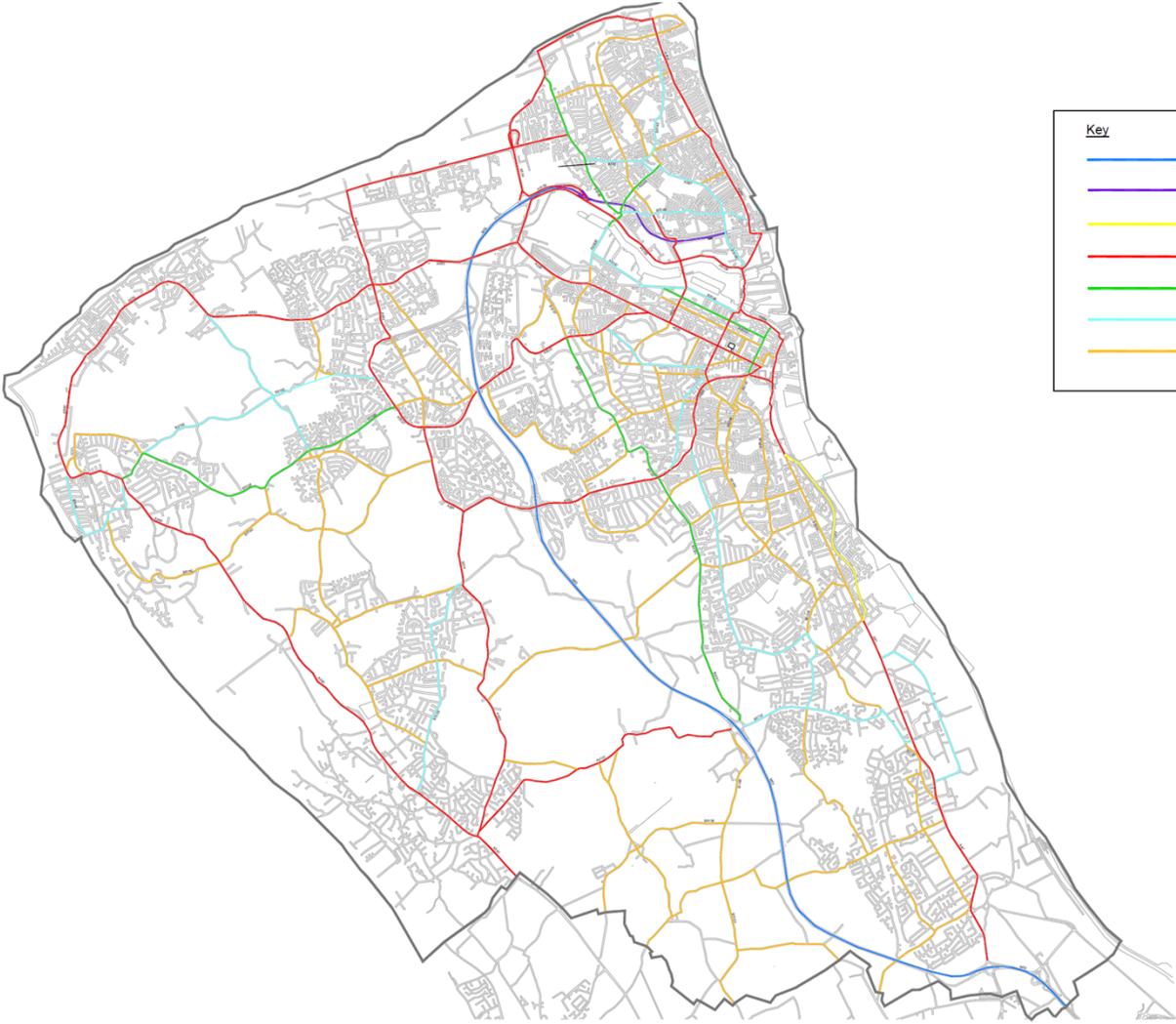
Action	Aim	Timescale	Performance Indicator
Review road classification	To review A and B roads across the borough to ensure that they are still appropriate for their classification to aid network management and traffic movement.	12 months	Findings of review have been implemented.
Review traffic sensitive roads	Formalise findings of the traffic sensitive road review to enable better control of works on the highway.	1-2 years	Update traffic sensitive road network.
Review management of traffic regulation order records	Consolidate orders and simplify system to bring up to date and to assist enforcement	1-2 years	Development of business case.
Cycle/walking networks	Continue to support the LCR in development of the Local Cycling and Walking Implementation Plan.	12 months	Implementation of findings from the LCWIP.
Traffic signals	Review of traffic signals to ensure optimisation in locations of known congestion.	12 months (annual review)	Annual report on traffic signal timing optimisation at congestion hotspots.
Freight routes	Support the Liverpool City Region Freight Strategy.	Ongoing	Successful implementation of the LCR Freight Strategy.
Coordinating highway occupation	System in place to ensure all activities on the highway are recorded to improve coordination between different service areas.	12 months	Council Streetscene, Utility and Public Events are all recorded on one system.
Communicate Network Management Plan across council, stakeholders and partners.	To ensure principals of network management are shared with other service areas, partners and neighbouring authorities.	6 months	Council departments and stakeholders are aware of network management duties

Provision of travel information	To ensure that the public is aware of works/events on the highway network to enable reliable journey times.	Ongoing	Members of public are aware of the applicable roadworks portal
Share best practice with Traffic Managers Group	To ensure neighbouring authorities have a consistent approach to network management.	Every 3-4 months	Neighbouring authorities adopt a consistent approach to cross-boundary issues
Asset management	Ensure Wirral meets the criteria for 'band 3' funding.	Immediately	Wirral receives their full share of DfT funding allocation.
Bridge Strike Protocol	Implementation of protocol	12 months	Joint strategy with Network Rail
Accident/road safety locations review	Highway officers are aware of collision hotspots and programmes are developed accordingly.	Annually	Road safety action plan
Bridge Champion	Traffic Manager to act as a 'bridge champion', who will be the point of call for any issues related to bridge strikes.	Immediately	TM to log all incidents relating to bridge strikes.
Road Safety Audits (RSA)	Develop RSA policy and guidance	1-2 years	Successful implementation and application of RSA policy.

6.2 Monitoring Approach

Given the amount of change anticipated in Wirral over the coming years it is considered necessary to continually update and evolve the document to reflect the relevant issues at the time. An annual review is considered appropriate for monitoring the implementation of the plan and identified actions, with the Traffic Manager and Director for Neighbourhood Services taking account of progress in the interim periods.

Appendix A – Road Network Hierarchy

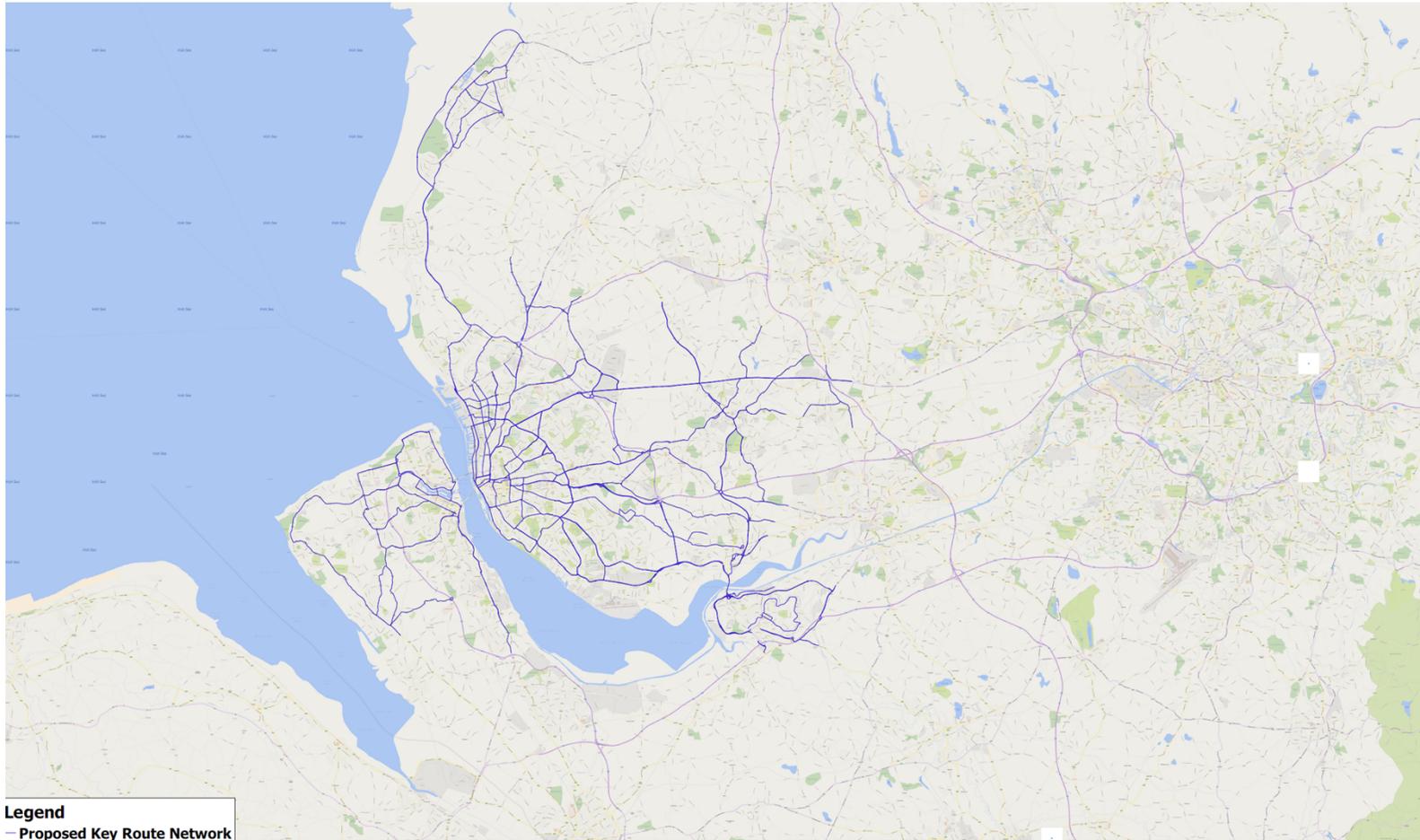


Key

- HE Motorway Network
- Mersey Tunnel Approach
- Strategic Route
- Main Distributor
- Secondary Distributor
- Link Roads
- Priority Diversion Link Routes

Appendix B – Key Route Network

Page 60



Legend
— Proposed Key Route Network



LIVERPOOL
CITY REGION
COMBINED AUTHORITY

CAPITA

Date: 21st April
2017
Scale: Not to scale
Drawn By: JSW

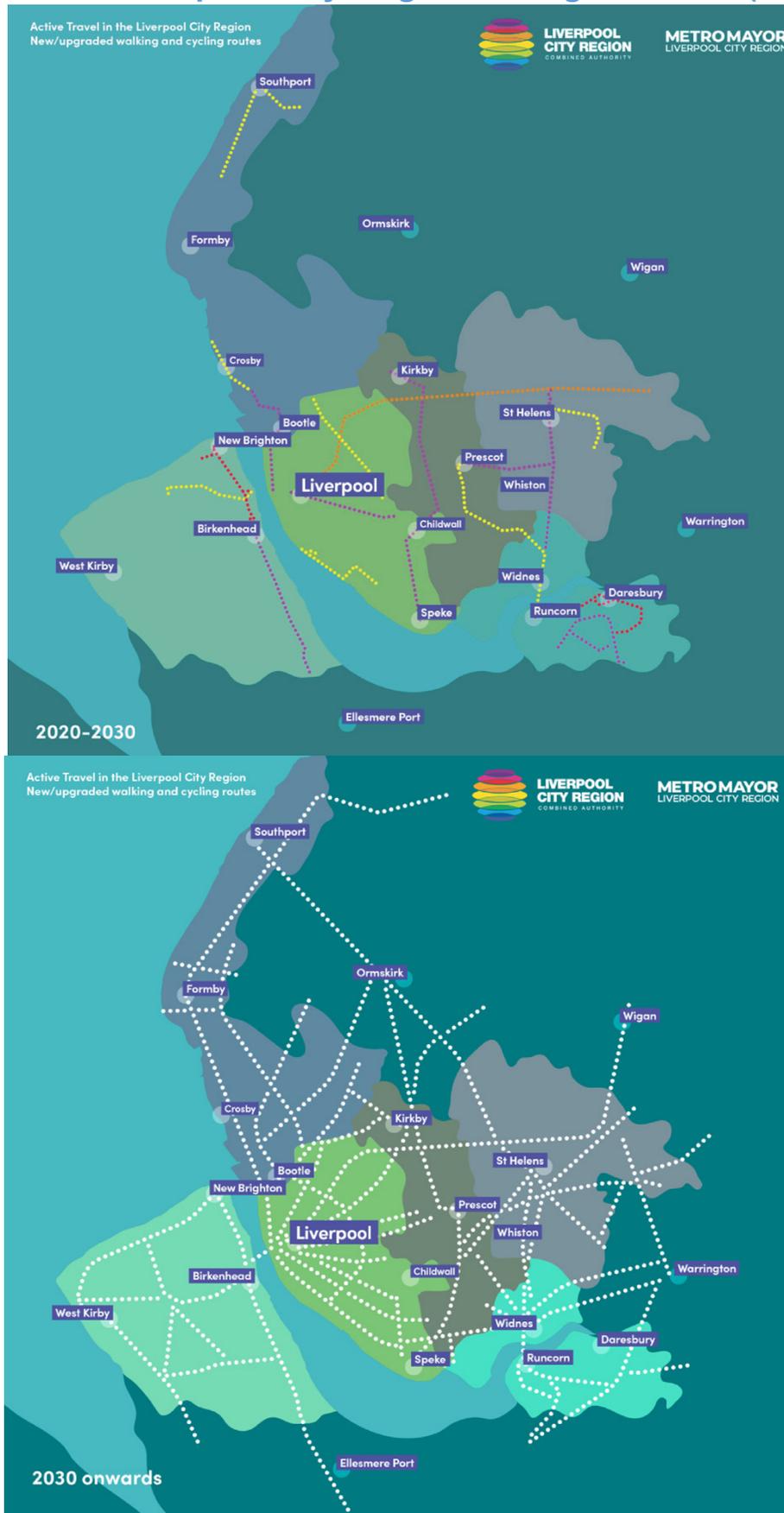
Liverpool City Region Combined Authority
Proposed Key Route Network (KRN)



Appendix C – Traffic Sensitive Route Network



Appendix D – Proposed Cycling & Walking Networks (LCWIP)





ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Thursday, 3 December 2020

REPORT TITLE:	HIGHWAYS INFRASTRUCTURE ASSET MANAGEMENT POLICY, STRATEGY AND STREET LIGHTING POLICY
REPORT OF:	NICOLA BUTTERWORTH, DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

The purpose of the report is to present to the committee a proposal to approve and adopt the 2020 Highway Infrastructure Asset Management Policy (HIAMP), 2020 Highway Infrastructure Asset Management Strategy (HIAMS) and 2020-2025 Street Lighting Policy. The HIAMP and HIAMS represent no change in direction from those approved by the Cabinet Member in February 2020 but have been reviewed and updated to align more closely with the Wirral Plan 2025, specifically the themes for 'Safe and Pleasant Communities' and 'Sustainable Environment'.

2020-2025 Street Lighting Policy: Effective street lighting has a positive effect on the ambiance of a place and improves an area's reputation, especially in terms of enhancing the night-time economy. Street lighting also plays a part in reducing crime and fear of crime and contributes towards enhanced street environment and good quality of place, encouraging walking, cycling and public transport use. Lighting equipment provided should be suitable for fulfilling the lighting needs in each specific area. The main consideration is the ability of the lighting to illuminate the area in the most effective manner.

This matter affects all Wards within the Borough.

This decision is a key decision.

RECOMMENDATIONS

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

1. Note the report and endorse the authority's approach to the Highway Infrastructure Asset Management.
2. Approve the draft Wirral 2020 HIAMP, 2020 HIAMS and 2020-2025 Street Lighting Policy and authorise the Director to make any further amendments that the Director considers will correct errors and omissions or will otherwise aid in the operation of the policy in consultation with the Chair and Spokespersons of the Environment, Climate Emergency and Transport Committee.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 To obtain the full funding available through the Department for Transport (DfT) Incentive Fund, it is necessary to update the HIAMP and HIAMS to reflect the implementation of the Wirral Plan 2025.
- 1.2 The 2020-2025 Street Lighting Policy has been compiled to offer guidance to stakeholders about all remits of our Street Lighting service over the next 5 years, ensuring provision of a robust, sustainable, and fit for purpose lighting service across the whole borough as well as helping to meet our statutory obligations and duty of care.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Not updating the existing HIAM policy and strategy was considered, however, this would fail to meet the DfT Incentive Fund requirements and was therefore rejected.

3.0 BACKGROUND INFORMATION

- 3.1 In January 2020 the Cabinet Member for Highways and Transport approved the HIAMP and HIAMS developed during a review of highways asset management. The 2020 HIAM Policy and Strategy have been further updated to align more closely with the Wirral 2025 plan. The documents represent a continuation of the Policy and Strategy approved in February 2020 but the commitment to sustainability and social value have been strengthened.
- 3.2 In December 2014, the Government announced that £6 billion was being made available between 2015/16 and 2020/21 for local highways maintenance capital funding. From that funding, £578 million has been set aside for an Incentive Fund scheme, to reward councils who demonstrate through the self-assessment process they are delivering value for money in carrying out cost effective highway asset management.
- 3.3 As a member of the Liverpool City Region (LCR), Wirral Council has automatically received the full available funding since the Incentive Fund began in 2015/16. The period of grace provided by LCR membership is due to end in 2020/21. To maintain the current allocation from the Incentive Fund, Wirral must demonstrate it is operating as a high performing (Band 3) authority with respect to Highways Asset Management.
- 3.4 The approval and implementation of a dedicated street lighting policy ensures that the management of lighting assets adheres to the Code of Practice – Well-Managed Highway Infrastructure (2016), while also communicating to stakeholders how we will provide a sustainable, safe, and fit for purpose lighting asset.

4.0 FINANCIAL IMPLICATIONS

- 4.1 Under the funding scale established by the Department of Transport in 2015/16, Band 3 authorities will receive 100% of available funds, Band 2 authorities will be eligible for 30% of the funding, while Band 1 authorities will receive no funding.
- 4.2 In 2020/21 as a Band 3 authority through the LCR Wirral Council received £554,000 from the DfT Incentive Fund. Band 2 authorities received £166,000.
- 4.3 There are no additional implications for funding of works associated with the strategy. However, the strategy promotes the most efficient management of highway assets over the whole lifecycle and as such future Invest to Save opportunities may be identified during lifecycle modelling.

5.0 LEGAL IMPLICATIONS

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

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 The proposed policies and strategy will be implemented by existing staffing and suppliers as part of their normal duties. There are no resource implications.

7.0 RELEVANT RISKS

- 7.1 Failure to develop an asset management approach for highway infrastructure will result in a reduction in funding through the DfT Incentive Fund and reputational damage with partners in the Liverpool City Region Combined Authority, and may result in a greater demand on the Council's Capital programme..
- 7.2 Failure to have a streetlight policy could lead to a loss in reputation and customer dissatisfaction.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Authorities in Liverpool City Region have been engaged throughout the review process, via an Asset Management working group. The Council has worked with Essency Consulting who have been supporting other City Region partners in the development of their HIAM strategies.
- 8.2 Development of the strategy and policy documents has taken account of customer and stakeholder feedback received as part of our operational service delivery and national customer satisfaction surveys.

9.0 EQUALITY IMPLICATIONS

- 9.1 There are no equality implications arising from this report, however any associated actions may need an EIA and this will be completed where appropriate.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The HIAM policy and strategy reinforce the existing commitment to utilise the most sustainable interventions and resources throughout an asset's lifecycle with the aim of reducing, and where possible mitigating, environmental impacts. Such methods may include the recycling of waste materials and use of recycled material, both in the office and on site, encouraging environmentally friendly methods of transport, such as bicycle and on foot, a reduction in hard verges and the preservation of highway trees.
- 10.2 The street lighting asset maintained by Wirral Council is currently being improved by the introduction of LED across the whole of the borough, which will have significant financial and environmental benefits. The modernisation of our lighting asset will also have a beneficial effect on the environment by bringing about a reduction in 'sky glow' and other forms of light pollution as well as indirect beneficial effects by potentially reducing congestion through increased use of sustainable active travel. It has been estimated that 35% to 50% of all light pollution is caused by roadway lighting. Increased awareness of environmental impact means that our current LED project on completion, along with operational trimming of switch on/off times and dimming capabilities will reduce our greenhouse gas output by as much as 1,346.34 tonnes per annum as well as our overall energy consumption reduction of up to 4,414,240 kWh per annum, based on current rates of consumption.

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APPENDICES

APPENDIX A - 2020 Highway Infrastructure Asset Management Policy

APPENDIX B - 2020 Highway Infrastructure Asset Management Strategy

APPENDIX C - 2020-2025 Streetlighting Policy

BACKGROUND PAPERS

Wirral 2025 Plan

www.gov.uk/government/publications/highways-maintenance-funding-incentive-element

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet Member Decision - Community Services	21 February 2020.

HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT

POLICY - 2020

Document Version Record

Version	Date	Description
1.1	23/04/2020	Approved by HIAM Project Board
1.2	16/09/2020	Review of HIAM Policy by responsible officers
1.3	12/11/2020	Revision by HIAM Programme Board

1. Introduction

Wirral Council, as highway authority, is the custodian of the borough's highway assets and highway infrastructure forms our largest and most valuable public asset within the Council's control. Its management and maintenance need to be undertaken in an organised, efficient manner to ensure that the network meets the needs and expectations of our stakeholders as much as possible within the constraints we face. The Council recognises the important role the highway network plays in keeping places and people connected and, to achieve this, has been applying the principles of a formalised approach to highway asset management for a number of years.

The first Highway Asset Management Strategy documents were presented to Cabinet in March 2012 and this was followed by the Street Lighting Strategy in October 2014. A major review and update enabled publication of the Highway Asset Management Policy 2017 which aligned with the 'Wirral Council Plan: A 2020 Vision' (2015–2020). This Highway Infrastructure Asset Management Policy document has been developed following a review of the 2017 Highways Asset Management Policy document and aligns itself to the Wirral Council Plan 2025.

The Highway Infrastructure Asset Management Policy (HIAMP) and the Highway Infrastructure Asset Management Strategy (HIAMS) support the Council's vision and strategic priorities by providing an approach to management and maintenance of our highway network that supports economic growth and a good quality of life for our residents, visitors and business in the borough. The HIAMP and HIAMS are designed to drive continuous improvement in the way our highway network is maintained to ensure that it continues to be safe, serviceable and sustainable. It sets out the principles that will ensure we adopt and develop a strategic approach that takes account of the expectations of our customers and targets the Council's resources to deliver a network that supports the future prosperity and well-being of our local residents.

The HIAMP and HIAMS reflect the latest guidance on the application of asset management principles from the national Code of Practice 'Well Managed Highway Infrastructure' published in October 2018 by the UK Roads Liaison Group. The Policy also supports the Council's statutory duty to maintain the highway through compliance with Section 41 of the Highways Act (1980).

2. Wirral Vision 2025 & Local Plan

The Council accepts that there have been and continue to be a number of significant challenges ahead, not least changing priorities and changing budget requirements such as those resulting from Covid-19. To support these priorities the Council need to take hard decisions about transforming existing services. Highway and infrastructure services will be regularly reviewed. Some services will also need to be more targeted and we will continue to consider new ways of commissioning services to improve value and quality. Decisions about the future commissioning of highway services will be better informed by the continued development of our formalised asset management approach.

The Wirral Council Plan 2025 is keenly aware of the impact of highways on Wirral as a place to live and work. The Foreword for the Plan, written by the Council Leader, states:

“...we are responsible for improving the quality of life every resident gets to enjoy. We do this by delivering better outcomes for local people.

We do this by delivering better outcomes for local people; by keeping the streets clean and improving the environment, making sure communities have good, affordable housing, are safe and roads are kept in good condition.”

The Wirral Council Plan sets out 5 clear outcomes. Highways services contribute to achieving to achieving these outcomes in a wide variety of ways as detailed in Table 1 below.

Table 1: Wirral Council Plan Outcomes

Wirral Council Plan 2025 Vision	Impact / Outcomes for Highways & Highway Services which contribute to Vision 2025.
Sustainable Environment	Manage services using a formalised, risk-based approach to asset management that makes best efficient and effective use of resources; Maintain good quality networks with appropriate ride quality for all modes of transport on the highway for use by vehicles, cycles and pedestrians; Plan capital investments based on whole-life issues; Implement highways flood prevention schemes where identified; Use of recycled materials and minimisation of waste and

Wirral Council Plan Vision 2025	Impact / Outcomes for Highways & Highway Services which contribute to Vision 2025.
	carbon use in support of climate change objectives; Engage contractors based on Social Value.
Inclusive Economy	Manage the condition of highway assets such that they do not restrict the reliability of journeys or increase congestion without good cause; Communicate road works to road users so that alternative travel plans can be made.
Brighter Futures	Maintain highways so that they can be used safely and reliably, both generally & specifically near schools and residential areas by cars, buses, bicycles and pedestrians; Manage the Resilient Network.
Active and Healthy Lives	Ensure highways are maintained so that they can be used safely and reliably and deliver a ride quality that, where possible, does not adversely affect air quality. Align with Wirral's Active Travel policy, providing enhanced access to alternative sustainable routes and modes, notably cycling, balanced against the needs and expectations of Wirral's residents.
Safe & Pleasant Communities	Manage the condition of highway assets so that they contribute to an environment in which all residents can be proud, and enable community cohesion; Replace streetlights in Wirral with LED lights by 2022 Engage with stakeholders to ensure that, where possible, services reflect their needs.

The Local Plan for Wirral has been issued for consultation. The outcome of the consultation and subsequent Local Plan adopted by Wirral Council may impact on the services delivered by Highways. The Highway Infrastructure Asset Management Strategy will therefore be reviewed and updated as necessary when the Local Plan is published.

3. The Highway Infrastructure Asset Management Policy

The following Highway Infrastructure Asset Management Policy statements have been developed based on the required outcomes of the Wirral Council Plan 2025 and the Wirral Local Plan and the contribution that highway services make towards delivering those outcomes.

Statement 1

Wirral Council will publish and operate a formalised Highway Infrastructure Asset Management Strategy, aligned to the corporate vision, to ensure the optimal use and direction of the Council's resources in managing and maintaining the borough's highway assets for the benefit of current and future stakeholders. Plans and practices will be developed and reviewed to support the Strategy.

Statement 2

Wirral Council will plan all aspects of maintenance intervention and treatment choices using a formalised asset management, risk-based approach taking into consideration the safety of stakeholders, the prevailing budget environment, customer expectations, network hierarchy, levels of service, network condition and social / environmental impact.

4. Key Supporting Principles

The Strategy is based on the need to:

- Support the vision and aims of the Council;
- Support transport objectives and other corporate and local strategies, objectives and plans;
- Meet statutory obligations;
- Provide a safe and serviceable, customer focused highway network;
- Set out clear decision-making processes and levels of service through consultation with stakeholders;
- Aim to provide effective prediction of future requirements and make value for money decisions based upon whole-life lifecycle models for all core highway assets; these models will allow us to predict and undertake timely intervention, using appropriate maintenance methods and maximising operational life for optimum whole life costs (both short and long term);
- Take account of the needs of all highway users and support measures that will improve assets that encourage walking, cycling and the use of public transport;
- Utilise the most sustainable resources and methods throughout an asset's lifecycle with the aim of reducing, and where possible mitigating, environmental impacts;
- The highway network hierarchy will be reviewed to ensure it meets the borough's resilience requirements against disruptive events; management and maintenance of the networks will be prioritised, as required, to reduce

- the impact of these events;
- Adopt a risk-based approach for all aspects of highway management including setting levels of service, inspections, responses, resilience, priorities and programmes to obtain a clear understanding and assessment of the likelihood of asset failure and the potential consequences; and,
 - Collaborate with our partners and stakeholders in addition to neighbouring authorities, and in particular the Liverpool City Region, to increase efficiencies, reduce costs and sustain local service levels.

5. Policy Review

The Policy will be reviewed annually, together with the Highway Infrastructure Asset Management Strategy in order that it remains current and reflects and supports the Council's vision and objectives. However, if there are significant changes in national policy or guidance that affects management of the highway, the review will be brought forward.

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WIRRAL COUNCIL

STREETLIGHTING POLICY

2020-2025

Contents

1.0 INTRODUCTION	3
2.0 WIRRAL COUNCIL VISION	4
2.1 WIRRAL PLAN: SUSTAINABLE ENVIRONMENT	4
2.2 WIRRAL PLAN: INCLUSIVE ECONOMY	5
2.3 WIRRAL PLAN: BRIGHTER FUTURES	5
2.4 WIRRAL PLAN: ACTIVE AND HEALTHY LIVES	6
2.5 WIRRAL PLAN: SAFE & PLEASANT COMMUNITIES	7
3.0 PRINCIPLES AND OBJECTIVES	8
4.0 LEGAL RESPONSIBILITIES	9
5.0 ASSET MANAGEMENT – HIGHWAY LIGHTING.....	10
6.0 ADDITIONAL OR UPGRADING LIGHTING.....	11
7.0 NEW DEVELOPMENTS	11
8.0 INSPECTIONS AND MAINTENANCE	12
9.0 WIRRAL’S LED REPLACEMENT SCHEME.....	14
10.0 HERITAGE LIGHTING	15
11.0 ATTACHMENTS TO AND POWER SUPPLY FROM LAMP COLUMNS	
	15
Appendix 1 : LED Replacement schedule.....	17
Appendix 2: Reporting Streetlight Faults.....	20
Appendix 3: BSI Standards and Good Practice	20

1.0 INTRODUCTION

Street lighting illuminates all types of Highway and public access, assisting road safety and ease of movement for all users in the hours of darkness. Improved visibility reduces the likelihood of traffic collisions and improves road safety.

Effective street lighting has a positive effect on the ambiance of a place and improve an areas reputation, especially in terms of enhancing the night-time economy.

Street lighting also plays a part in reducing crime and fear of crime and contributes towards enhanced street environment and good quality of place, encouraging walking, cycling and public transport use. Lighting equipment provided should be suitable for fulfilling the lighting needs in each specific area. The main consideration is the ability of the lighting to illuminate the area in the most effective manner.

Inefficient Street lighting can have a negative impact on the environment through unnecessary energy usage and light pollution It is one of the aims of this strategy to minimise this impact.

2.0 WIRRAL COUNCIL VISION

Our priorities are clear: they are developed based on what people have told us in conversations, consultations, surveys and community events.

This Wirral Council Plan is a set of goals and objectives, which everyone involved in Wirral Council owns and will strive to achieve over these next five years. The Plan sets out 5 clear outcomes. Good quality, professionally managed streetlighting will contribute to these outcomes in a wide variety of ways as detailed below

2.1 WIRRAL PLAN: SUSTAINABLE ENVIRONMENT

OUR AMBITION	HOW STREETLIGHTING CONTRIBUTES
<p>The latest global scientific evidence makes clear that the way we live our lives is not sustainable. The impacts our lifestyles have on the earth’s life support systems and climate change present a deeply worrying picture</p> <p>We need to act fast to turn things around. We need a shift away from the use of fossil fuels for heat, power and transport to clean alternatives. We need to use resources and find ways of living that replenish and renew rather than consume and damage the environment upon which we ultimately rely.</p> <p>The challenge presents a massive opportunity to improve our environment, improve our health and create new jobs in a clean and sustainable economy. In short, working for a sustainable borough will make Wirral a better place.</p>	<p>The introduction of Light-Emitting Diode (LED) lighting across the whole of Wirral will make substantial energy savings and the consequent reduction in CO2 emissions.</p> <p>The more focused white light will also help to reduce light pollution and a consequential reduction of overspill and obtrusive light. We aim to save up to £700,000 annually in energy costs and carbon tax when the upgrade is completed.</p>

2.2 WIRRAL PLAN THEME: INCLUSIVE ECONOMY

OUR AMBITION	HOW STREETLIGHTING CONTRIBUTES
<p>We want to create ambitious and prosperous communities. Our plans for sustainable economic growth are about creating community wealth. They are about encouraging inclusive and sustainable growth, where the benefits are felt by every resident without damaging the environment on which we all rely. They are about creating opportunities for local people, and inspiring ambition. Prosperous communities are happier, healthier and better places to live.</p> <p>People want the chance to get a good job, and live in a nice home on a clean, safe street. A successful local economy – built on these inclusive principles – helps deliver that. Attracting investment into our borough helps create good jobs for our residents. It helps people improve their skills, improve their prospects, and raise the aspirations of their whole family. It is about helping everyone in the borough to become better off and live more comfortably</p>	<p>It is proven that a well-lit environment combined with an efficient transport infrastructure will encourage economic investment into Wirral.</p> <p>Good quality streetlighting makes a real difference to the feel and ambiance of an area. Making people feel safer will have huge economic benefits especially for the night-time economy</p>

2.3 WIRRAL PLAN THEME BRIGHTER FUTURES

OUR AMBITION	HOW STREETLIGHTING CONTRIBUTES
<p>There is no limit to our ambition for families in Wirral. We put the support in place so people can increase – and achieve – their aspirations. Children are the forefront of every decision we make. They are right at the top of our list of priorities, and they will stay there.</p>	<p>We will ensure our highways are well lit so that they can be used safely and reliably. We will ensure areas close to school and where there are known groups of vulnerable people will be well lit and contribute to making people feel</p>

<p>A family’s history should not and will not impact on the ambition of the child. We are focussed on breaking the cycle of poor outcomes and low ambition, raising the aspirations of every child in Wirral – regardless of where they live or their background. Our job is to encourage, and inspire, and we are relentless in pursuit of that goal. We will enable families to bring up children in safe, happy and secure environments.</p>	<p>safe to enable all Wirral residents to achieve their full potential.</p>
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2.4 WIRRAL PLAN THEME ACTIVE AND HEALTHY LIVES

OUR AMBITION	HOW STREETLIGHTING CONTRIBUTES
<p>In Wirral we want all our residents to have a good quality of life. Good health and wellbeing is key to this and achieving that is more than about health services. A good start in life, education, decent work and housing, the environment in which we live and strong and supportive relationships all play a part.</p> <p>Wirral is a place where older people are treated with dignity and respect, supported by our Ageing Well and Dementia Friendly approaches. Wirral is a place and where having a disability is never a barrier to leading a full and fulfilling life. We are an accessible borough, which welcomes diversity and champions inclusion and social cohesion.</p> <p>We promote active lifestyles. We are proud of our reputation as the leisure peninsula, and our residents benefit from first-class opportunities for leisure, sports</p>	<p>We will ensure our highways are maintained and all street lighting units adopted by Wirral Council shall be maintained to a standard that ensures, as far as is possible, their safe, economic, effective, reliable, and sustainable operation. This is to benefit all highway users and deliver enhanced access for alternative and sustainable routes for all modes of transport.</p>

<p>and exercise – through our fitness centres or in our world-class parks, beaches and open spaces. Where people need extra help to stay healthy, we commission outstanding services to help people live more healthily.</p> <p>Vulnerable people are supported, protected and inspired. We embrace new technologies to help people to live independently, and we engage with communities who do invaluable work to keep their neighbours safe and happy.</p>	
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2.5 WIRRAL PLAN THEME SAFE & PLEASANT COMMUNITIES

OUR AMBITION	HOW STREETLIGHTING CONTRIBUTES
<p>For many thousands of our residents, the thing which is most important to them is what they see when they open their front door. They want to see clean streets, parks and beaches which are well-maintained and attractive. They want to live in a place which is free of anti-social behaviour and crime, and to be able to take an active role in making their community a better place to live.</p> <p>Our job is to help make this happen. The everyday services people want the most – street cleaning, tackling dog-fouling, road maintenance, streetlights, grass-cutting – will be delivered to the best possible standard. Almost as importantly, we will be responsive: if a resident asks us something, we will aim to answer – quickly, clearly and with empathy.</p>	<p>Lighting plays a key role in the prevention of crime. Good lighting contributes to people’s perception of an area and provides them with the confidence to use the public realm after dark.</p> <p>Improvements in light quality helps support CCTV, helping to deter and prevent crime and anti-social behaviour. The use of higher quality lighting with its more accurate rendering of colours combined with improved camera technology can result in more efficient use of CCTV and help towards reducing crime and the fear of crime.</p>

3.0 PRINCIPLES AND OBJECTIVES

It is well known that street lighting can enhance the night-time environment and social scene, encourage the use of facilities by young and old and contribute to a general ‘well-being’ within communities.

Principles	Objectives:
Promote and maintain the safety for all highway users particularly the more vulnerable modes of walking and cycling	Provide a safe and attractive road network for all road users.
Respecting and enhancing the local streetscape.	Provide a cost-effective and sustainable public lighting service.
Using consistent quality materials	Conserve energy and promote sustainability.
Maintaining consistently high standards of design.	Help reduce crime and fear of crime
Reducing the amount of clutter on our streets	Only install equipment where required and remove redundant equipment when no longer required.
Making the street environment safer.	Promote a general feeling of well-being.
Enabling equal and inclusive consideration for all road users	Aid movement across the network

4.0 LEGAL RESPONSIBILITIES

There is no statutory requirement on local authorities in the United Kingdom to provide public lighting. The following statute empowers local authorities to light roads but does not impose a duty. In England and Wales, the Highways Act 1980 empowers a Highway Authority to provide lighting for any highway or proposed highway for which they are, or will be, the Highway Authority.

Highway Authorities do have a duty of care to the road user. Any loss to an individual as a consequence of the inappropriate use of these powers may result in action being taken to recover the loss. Such action could be taken on several grounds:

- negligent exercise of power (including failure to use that power). There is no blanket immunity.
- action for misfeasance of public office; and
- breach of common law duty of care (if it can be established).

NOTE: This duty of care does not imply any duty on Highway Authority to keep the public lighting lit. However, an authority responsible for the maintenance of public lighting should be able to demonstrate that they have systems in place to maintain the public lighting equipment in a safe condition, including the detection of dangerous equipment.

Further information and guidance can be found within the [Code of Practice – Well-Managed Highway Infrastructure 2016 \(part D – Lighting\)](#).

The Electricity at Work Regulations also imposes a duty on the owners and operators of electrical equipment to ensure its safety

The Highways Act 1980, Section 97 states;

(1)...”every local highway authority may provide lighting for the purposes of any highway or proposed highway for which they are or will be the highway authority, and may for that purpose –

- (a) Contract with any persons for the supply of gas, electricity or other means of lighting; and
- (b) Construct and maintain such lamps, posts and other works as they consider necessary

5.0 ASSET MANAGEMENT – HIGHWAY LIGHTING

Wirral Council has responsibility for maintaining 37,329 streetlights and 5,711 illuminated signs and traffic bollards along 737 miles of road over 60 square miles.

Details of all lighting assets owned by Wirral Council are stored on our asset / works management system and this inventory is also inclusive of historical maintenance data. This data is used for, but not limited to, many different attributes such as providing the energy returns to our energy provider, works prioritisation, production and reporting of local performance data, identifying routine maintenance intervals (electrical / structural testing for example) deterioration modelling and life cycle planning.

Further information about **Asset Data Management** can be found within the [UKRLG Highway Infrastructure Asset Management Guidance \(HIAMG\), Part B](#)

Further information about **Asset Management Systems** can be found within the [UKRLG Highway Infrastructure Asset Management Guidance \(HIAMG\), Part C](#)

Wirral Council are currently making a 9.29 - million-pound investment to improve our streetlighting provision over the next two years.

We have already replaced almost 9,000 streetlights in Wirral with new LED lights. In October 2019 we started work to replace a further 26,000 inefficient streetlights across the borough with efficient LED lights.

Wirral Council has recently carried out a survey of all its lamp posts. Over the next two years (2020 - 2022) we will be replacing approximately 9,200 lamp post columns.

Further column replacements will be required and ongoing following on from this project as other equipment reaches the end of its serviceable life. This will also include power supply cables owned and maintained by Wirral Council.

Our current aim is to have approximately 26,000 lights and around 9,200 lighting columns replaced by early 2022.

Number of streetlights	37,329
Illuminated signs and traffic bollards	5,711
Miles of Highway	737
Lights already replaced with LEDs	9000

Lights to be replaced with LEDs by early 2022	26000
Number of lighting columns to be replaced by early 2022	9200

6.0 ADDITIONAL OR UPGRADING LIGHTING

Wirral Council has a duty to ensure that, where provided, the Highway lighting stock is kept in a safe condition. However, as there is no requirement to provide street lighting, there is also no requirement for Wirral Council to provide any additional lighting or upgrade existing street lighting.

There are four main reasons where additional or improved lighting may be considered:

- The incidence of multiple traffic accidents in a particular area.
- As part of a planned lighting scheme to replace aged streetlights.
- Part of a regeneration scheme.
- Part of an energy reduction scheme.

7.0 NEW DEVELOPMENTS

If new developments are to be subject to a Section 38 or Section 278 adoption process, whereby roads become maintainable at public expense, developers are required to work in partnership with Wirral Council. The design and specification of the proposed lighting, for the development, will be agreed by Wirral Council Highways Department, prior to installation and must be designed and installed in accordance with relevant British Standards including BS5489 and BS7671.

A developer specification is available on request which contains specific details and equipment specifications to ensure all new lighting installations meet our adoptable standard.

When considering any new street lighting scheme, the potential impact on the natural environment will be considered to avoid disturbance of protected species.

Further information can be found under the [Conservation \(Natural Habitats, &c\) Regulations 1994, and as amended in 2007](#) or any future amendments.

8.0 INSPECTIONS AND MAINTENANCE

Wirral Council's Highways Department are responsible for the maintenance of the authority's streetlights, illuminated traffic signs and traffic bollards.

Wirral Council carry out limited daytime and monthly night-time inspections to identify streetlights and / or signs which are damaged or not working. However due to severe financial and staff constraints this service cannot be guaranteed and we are more reliant on reports of faults from members of the public.

We do aim to respond to reported Street Light faults within 15 working days from the reported date. On average we respond to at least sixty reported streetlights or illuminated signs each working day. However, demand will always outstrip our resources, so we do have to categorise and prioritise repairs. Around 80% of problems are fixed during the first visit, but some faults may need extra work such as replacement equipment that needs to be ordered specifically from the manufacturers. Due to the material costs and storage requirements Street Lighting equipment is manufactured to order, which can often take 8 – 12 weeks to arrive from the date the order was placed. Sometimes there are underground cable faults that may require major excavations or additional work from other providers such as Scottish Power Energy Networks. These requirements often take much longer than normal to repair.

Periodic inspections are carried out on all lighting stock, which includes, but not limited to, electrical and structural safety tests. The Electricity at Works Regulations 1989 require all systems to be constructed, maintained and operated, so far as is reasonably practicable to prevent danger. Electrical testing frequency is detailed within BS 7671. However, inspections are assessed on a risk based approach and the person carrying out subsequent inspections may recommend that the interval between future inspections be increased or decreased as a result of the findings of their inspection. Visual assessments of structural integrity are carried out during each routine repair visit, or as part of cyclical maintenance programmes of inspections in accordance with ILP GN22 – Asset Management Toolkit: Minor Structures (ATOMS).

Further information and guidance can be found within the [Code of Practice – Well-Managed Highway Infrastructure 2016 \(part D – Lighting; Sections D5 & D6\)](#).

Our LED street light replacement programme will replace many of these faulty lights, but this may not be completed until early 2022.

Repairs are made on a priority basis, with highest priority being given to faults presenting the greatest risk. The criteria for prioritisation are detailed on page 14:

Priority Category	Criteria
Emergency	<ul style="list-style-type: none"> • Exposed wiring • Top of lights that are hanging loose • Traffic accident damage • Damaged lamppost
Critical	<ul style="list-style-type: none"> • Busy or dangerous junctions • Outside Schools • Outside Sheltered, supported accommodation • Outside Hospitals and medical facilities • Areas of proven high crime
Important	<ul style="list-style-type: none"> • Outside shops on the high street • Areas with high night-time foot fall • Busy roads
Routine	<ul style="list-style-type: none"> • Outside houses in residential areas • Roads in generally rural areas

9.0 WIRRAL'S LED REPLACEMENT SCHEME

There are many advantages to the introduction of Wirral Council's LED replacement scheme.

LEDs have extremely long lives -- they do not have filaments that can quickly burn out -- and they do not contain toxic chemicals like mercury, unlike traditional low and high-pressure sodium lamps or mercury-vapor lamps.

An LED light can last up to 100,000 hours. These lights also have reduced maintenance costs because of their long lives, and they give off less heat than other type of light source. Because they last so long, LEDs are suitable for places where replacing lights is expensive, inconvenient, or otherwise difficult.

LEDs are highly energy efficient have double the energy efficiency of compact fluorescent lamps (CFLs). In general, they use 15 percent of the energy of an incandescent light source while generating more light per watt.

Wirral Council are aware that LED lights may initially appear to be brighter to many people, particularly when compared to the orange or yellow light of traditional older streetlights. From experience, residents do tend to become accustomed to the new lighting over a short period of time and are able to appreciate the improvement to the night-time environment.

All newly installed LED lighting is set to dim between midnight and 05:00am to further reduce our energy consumption and to further reduce potential light pollution. Also LED lighting is more directional so the light distribution is directed to the intended surface to illuminate thus minimising light pollution. Trimming is also achieved with the chosen photocell (or Photo-Electronic Control Unit – ('PECU')) and by using modern technology we can keep operating times to a minimum, thus switching on or off when required, also there is no warm up time required with LED technology so this all adds to our overall energy saving and carbon reduction.

Wirral's major LED replacement scheme which will have replaced an additional 26,000 Street Lights with LEDs is due to be completed early 2022.

10.0 HERITAGE LIGHTING

The current proposal seeks to fully replace and upgrade all of the existing street and amenity lighting to LED whilst wherever possible retaining and enhancing historic and heritage lanterns in Conservation Areas as recommended within BS5489 – 1:2020 and the Civic Amenities Act 1967. Conservation areas that have standard lighting equipment currently installed will not be considered for anything other than standard equipment when replacements are required. However, consideration will be given to the local ecology in accordance with Conservation (Natural Habitats, &c) Regulations 1994, or subsequent amendments.

Areas that have heritage / ornate equipment installed currently, but the area does not have heritage status shall have suitable standard lighting equipment installed when any replacements are required, as anything else would not be sustainable.

Not only will the upgrade allow smaller and more efficient light fixtures to be employed that will save energy and reduce environmental impact, but also the ability to dim the street lighting will allow for a general reduction in brightness without compromise to safety and security.

Such an upgrade could also allow for improvements to mounting heights, a reduction to glare and promote a potential reduction in the amount of lighting equipment and its supporting infrastructure.

Along specific roads, conservation areas and historically sensitive areas the use of a lower colour temperature such as a warmer white light output as opposed to a neutral white light output for new lighting will be considered.

11.0 ATTACHMENTS & POWER SUPPLIES FROM LIGHTING

COLUMNS

Wirral Council as the Highway Lighting Authority requires where legislation exists, all third-party attachments; temporary or permanent, illuminated, or non-illuminated, to be controlled by licence or permit consent. Requests for power supplies from lighting columns, for example: temporary traffic light signal controls, CCTV equipment, electric vehicle charging units, festive lighting, banners, hanging baskets...etc; should in the first instance be directed to the Council. The Council does not always involve itself in the planning or erection of these attachments or decorations, but in the interests of safety,

as Highway Authority, it does advise organisations who wish to erect such equipment on or across the Highway.

The erection of seasonal decorations and / or any attachment on or above the highway shall only be carried out with the prior written approval of the Highway Authority. The organising party shall also contact our local planning department to ascertain whether planning permission is required or not.

The following sections of the Highways Act, defines various activities for which a licence or consent is applicable:

- Highways Act 1980
- Section 142 – Planting/cultivation on the highway (e.g. flower baskets).
- Section 178 – Banners/advertisement signs attached to columns over the Highway
- Section 178 – Cables/wires over the highway
- Section 178 – Decorative/festive lights over the highway

The proposer shall advise the Highway Authority of the requirements of the attachment or equipment they wish to install including, but not limited to:

- Fixing or mounting method
- Weight of the equipment
- Height above ground
- Time to remain on site
- Wind loading
- Electrical consumption and fuse rating
- Electrical test certificate
- Time clock requirement (Christmas Lighting)
- Evidence must be provided to show that adequate public liability insurance is in place.
- Evidence must be provided to show ongoing maintenance to ensure the safety of the apparatus.

With the exception of lighting columns or posts specifically designed for the purpose, all units required for use must be structurally tested, and certification provided by a structural testing company recognised by Wirral Council. All associated costs of these structural tests shall be paid for by the requisitioner of the equipment to be attached.

It should be noted that concrete columns cannot be used under any circumstances.

All attachments shall be installed in compliance with the following Codes of Practice, statutes and regulations: -

- Health and Safety at Work Act 1974
- Electricity-at-Work Regulations 1989
- BS 7671 Regulations for Electrical Installation
- CDM 2015

Appendix 1: LED Replacement schedule

Area	Expected Duration	Work expected to take place between the dates below	
FULL LIGHTING COLUMN & LANTERN UPGRADE			

LEASOWE	7 days	Thu 02/01/20	Fri 10/01/20
WALLASEY	12 days	Mon 13/01/20	Tue 28/01/20
LISCARD	41 days	Wed 29/01/20	Wed 25/03/20
POULTON	25 days	Thu 26/03/20	Fri 01/05/20
EGREMONT	21 days	Mon 04/05/20	Wed 03/06/20
SEACOMBE	19 days	Thu 04/06/20	Tue 30/06/20
BIRKENHEAD	8 days	Wed 01/07/20	Fri 10/07/20
TRANMERE	12 days	Mon 13/07/20	Tue 28/07/20
UPTON	14 days	Wed 29/07/20	Mon 17/08/20
WOODCHURCH	10 days	Tue 18/08/20	Tue 01/09/20
MORETON	25 days	Wed 02/09/20	Tue 06/10/20

BIDSTON	3 days	Wed 07/10/20	Fri 09/10/20
CLAUGHTON	4 days	Mon 12/10/20	Thu 15/10/20
BEECHWOOD	4 days	Fri 16/10/20	Wed 21/10/20
NOCTORUM	5 days	Thu 22/10/20	Wed 28/10/20
SAUGHALL MASSIE	3 days	Thu 29/10/20	Mon 02/11/20
OXTON	15 days	Tue 03/11/20	Mon 23/11/20
PRENTON	15 days	Tue 24/11/20	Mon 14/12/20
BEBINGTON	11 days	Tue 15/12/20	Thu 31/12/20
HIGHER BEBINGTON	15 days	Mon 04/01/21	Fri 22/01/21
NEW BRIGHTON	11 days	Mon 25/01/21	Mon 08/02/21
ROCK FERRY	13 days	Tue 09/02/21	Thu 25/02/21

Appendix 1 : LED Replacement schedule

NEW FERRY	3 days	Fri 26/02/21	Tue 02/03/21
BROMBOROUGH	13 days	Wed 03/03/21	Fri 19/03/21
EASTHAM	9 days	Mon 22/03/21	Thu 01/04/21
HESWALL, BARNSTON & GAYTON	37 days	Tue 06/04/21	Thu 27/05/21
THURSTASTON	1 day	Fri 28/05/21	Fri 28/05/21
CALDY	5 days	Tue 01/06/21	Mon 07/06/21
NEWTON	12 days	Tue 08/06/21	Wed 23/06/21
WEST KIRBY	10 days	Thu 24/06/21	Wed 07/07/21
HOYLAKE	2 days	Thu 08/07/21	Fri 09/07/21
MEOLS	7 days	Mon 12/07/21	Tue 20/07/21
GREASBY &FRANKBY	8 days	Wed 21/07/21	Fri 30/07/21

IRBY	6 days	Mon 02/08/21	Mon 09/08/21
PENSBY	9 days	Tue 10/08/21	Fri 20/08/21
THINGWALL	4 days	Mon 23/08/21	Thu 26/08/21
THORNTON HOUGH & BRIMSTAGE	2 days	Fri 27/08/21	Tue 31/08/21
POULTON-SPITAL, RABY & RABY MERE	3 days	Wed 01/09/21	Fri 03/09/21
RE-VISIT & INSTALL PREVIOUSLY INACCESSIBLE ASSETS	20 days	Mon 06/09/21	Fri 01/10/21
HIGH MAST LIGHTING COLUMNS - BIRKENHEAD AREA			
INSTALLATION AND INSPECTION	15 days	Thu 13/02/20	Wed 04/03/20
TRAFFIC ROUTE LIGHTING COLUMN AND LANTERN REPLACEMENT	160 days	Wed 15/01/20	Tue 01/09/20
LIFE EXPIRED LIGHTING COLUMNS VARIOUS LOCATIONS	29 days	Mon 02/12/19	Tue 14/01/20

Appendix 2: Reporting Streetlight Faults

The existing procedures for reporting streetlighting faults are:

Call: **0151 606 2004** (Monday - Friday 8:00 am - 5:00 pm)

Or call the out of hours service **0151 647 7810**

Or online at

<https://www.wirral.gov.uk/parking-roads-and-travel/roads-and-pavements/street-lights-traffic-lights-and-signs/street-lights>

Appendix 3: BSI Standards and Good Practice

Links to BSI standards and good practice can be found at:

<https://standardsdevelopment.bsigroup.com/search/Standards?Term=Street+lighting&Source=category>

The Institute of Lighting Professionals

<https://theilp.org.uk/about/>

HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT STRATEGY 2020

Contents

1. Introduction	1
2. Highway Infrastructure Asset Management Framework	2
3. Drivers for a Formalised Asset Management Approach	4
4. Strategic Objectives for Wirral Council Highway Services.....	7
5. Funding.....	8
6. Asset Data Management Plan	10
7. Lifecycle Planning & Programmes of Works.....	11
7.1 Lifecycle Planning.....	11
7.2 Programmes of Work.....	11
8. Communications Strategy.....	12
9. Performance Management Framework	13
9.1 Performance Management	13
9.2 Risk Management Plan	13
9.3 Continuous Improvement and Change Management.....	14
10. Delivery of Operational Services.....	15
10.1 Routine, Emergency & Winter Maintenance Activities	15
10.2 Network Preventative Maintenance Capital Works	15
10.3 Major Network Improvements.....	15
10.4 Maintenance Management	15
10.5 Sustainability	16
10.6 Processes and Procedures for Operational Services.....	16
11. Resource Requirements	17
11.1 Resource Reviews.....	17
11.2 Asset Management Competencies.....	17
11.3 Procurement Options.....	18
Table 1: Funding strategies.....	8

1. Introduction

Wirral Council, as highway authority, is the custodian of the borough's highway assets and highway infrastructure forms our largest and most valuable public asset within the Council's control. Its management and maintenance need to be undertaken in an organised, efficient manner to ensure that the network meets the needs and expectations of our stakeholders as much as possible within the constraints we face. The effective management of the diverse and complex assets can only be addressed within a strategic framework that balances the demands placed upon it with the reality of the financial situation. We understand that adoption of asset management principles is the basis to delivering clarity around standards and levels of service, and to make best use of available resources.

The earlier Highway Infrastructure Asset Management Strategy (HIAMS) documents produced in 2017 and February 2020 have supported Council priorities and key policy documents. Much has been achieved since the initial Highway Asset Management Policy (HAMP) document, enabling the Council to continue to provide safe and efficient highway infrastructure which remain among the highest performing in the country.

The Council has continued to review the approach to the highway asset management framework with the aid of the Highways Maintenance Efficiency Programme (HMEP) guidance and training in addition to the new Code of Practice 'Well-managed Highway Infrastructure' (October 2016) which replaces 'Well-maintained Highways, Management of Highway Structures and Well-lit Highways'.

The HIAM-Strategy sets out how the Council will manage the highway network taking into consideration stakeholders' aspirations, customer expectations, network hierarchy, levels of service, network condition and environmental impact within the available resources. The Strategy will also be used to inform highway maintenance operations, both revenue-based and capital works. The selection of highway maintenance schemes will be driven predominantly by condition and hierarchy data. However, challenge from local members is also vital to ensure that local priorities are incorporated into delivery plans.

The delivery of all services and works detailed within this HIAM-Strategy are subject to annual financial allocations and compliance with any regulatory requirements such as those related to Health and Safety.

2. Highway Infrastructure Asset Management Framework

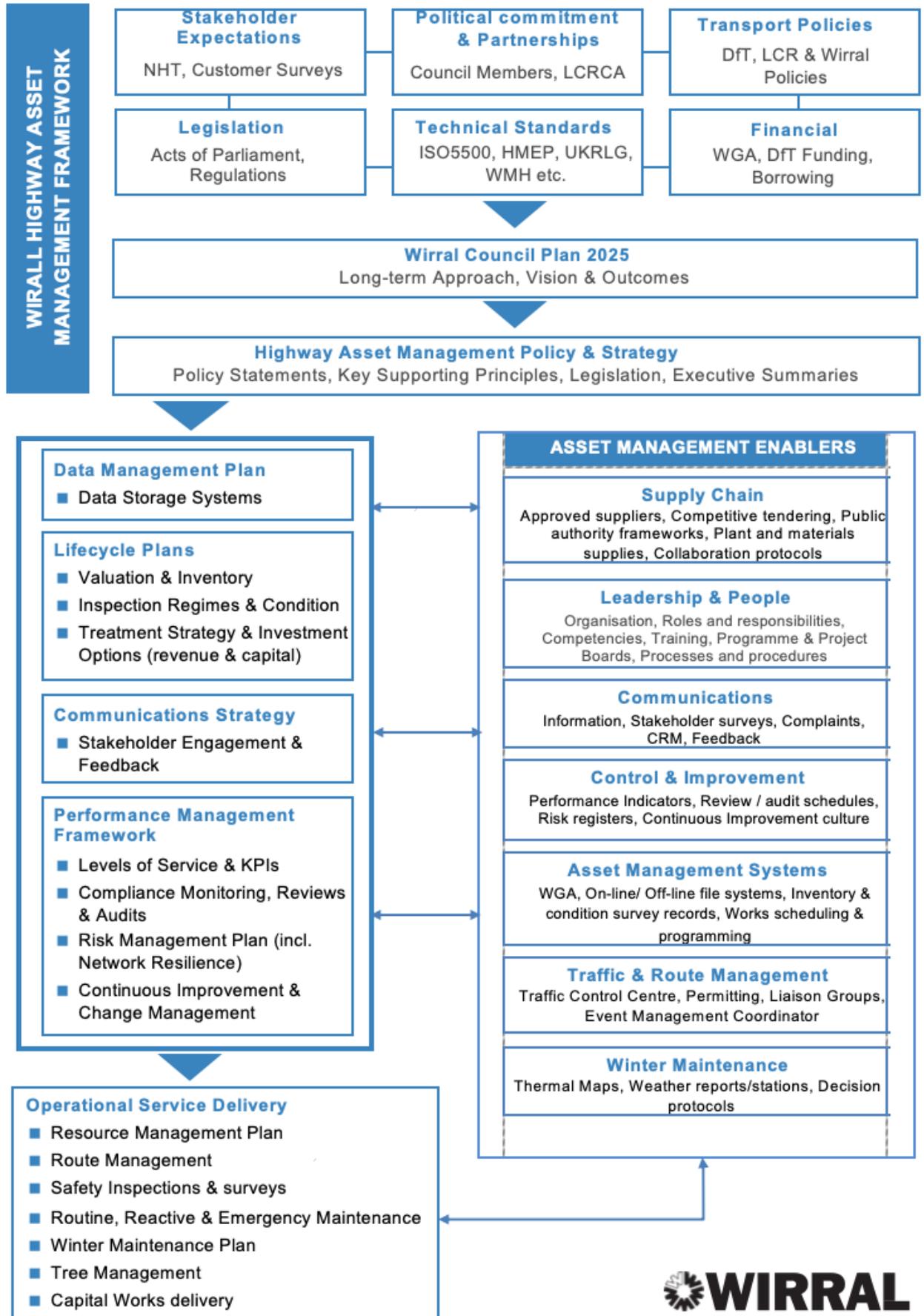
The Council has been applying the principles of a formalised approach to highway asset management for a number of years. The Highway Infrastructure Asset Management Strategy (HIAMS), together with the Highway Infrastructure Asset Management Policy (HIAMP), sit within the wider highway asset management framework and are key strategic documents related to the delivery of the Council's highway services.

Wirral's Asset Management Framework is presented on the following page and is the core documentation demonstrating the link between policy requirements and operational delivery. The framework shows that this Strategy document, is supported by a cascade of plans which will guide the decision-making processes within Wirral. These are:

- Asset Data Management Plan
- Lifecycle Plans
- Communications Strategy
- Performance Management Framework
- Risk Management Plan
- Resource Management Plan

These Plans and the Operational Services Delivery are facilitated by Asset Management enablers, some of which are provided by central government (e.g. Whole of Government Accounting (WGA)), some corporately by Wirral Council (e.g. Customer Relationship Management (CRM) system), some by the Highways senior management (e.g. Performance Targets) and some externally (e.g. weather reports).

Wirral formally manage performance, i.e. cost, time and quality, of core activities through a series of Programme Boards and Project Boards. The membership and reporting requirements of each board is bespoke and determined by the board chair. Details of these boards relevant to highways are held by the Director of Neighbourhood Services. Any changes fundamental to Policy, Strategy, Plans and Operational Services Delivery will be determined at these boards. A Highway Infrastructure Asset Management Programme Board has been established and is chaired by the Interim Director – Highways and Infrastructure. The Board oversees all aspects of development and implementation of the Highway Infrastructure Asset Management Framework.



3. Drivers for a Formalised Asset Management Approach

The implementation of a Highway Infrastructure Asset Management Framework is the recognised best practice approach for the management of highways. The production and publication of Highway Infrastructure Asset Management Policy & Strategy and supporting documents continues to be promoted through the following drivers:

Political Commitment

The Council, as a corporate body, and individual Council Members will set targets and work standards. To realise these aims in an effective and efficient manner needs a structured approach such as that provided by best practice Asset Management.

Legislation

There are a number of legislative requirements that have a direct and mandatory impact on the way highway operations are undertaken are as follows:

- **The Highways Act 1980:** This Act sets out the main powers and duties of highway authorities in England and Wales. In particular Section 41 imposes a duty to maintain highways maintainable at public expense, and almost all claims against authorities relating to highway functions arise from the alleged breach of this Section. In contrast Section 58 provides for a defense against action relating to alleged failure to maintain on grounds that the authority has taken such care as in all circumstances was reasonably required to secure that the part of the highway in question was not dangerous for traffic. Under Section 97 it is not mandatory for authorities to install street lighting, but once installed on adopted highways there is a responsibility for maintenance.
- **The Railways and Transport Safety Act 2003:** This Act adds a duty 'to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice'.
- **New Roads and Street Works Act 1991:** This Act sets out the duties of authorities to co-ordinate and regulate works carried out in the highway by any streetworks organisation.
- **Traffic Management Act 2004:** This act places a network management duty on local authorities to keep traffic flowing. It supersedes the New Roads and Street Works Act 1991.
- **Transport Act 2000:** This allows authorities to designate any road as a quiet lane or home zone and introduces a power for authorities to charge Utilities for the occupation of road space.
- **Road Traffic Regulation Act 1988 and Traffic Signs and General Directions 2002:** This Act specifies the requirements for traffic regulation orders and the use of approved signs.
- **Road Traffic Act 1988:** Provides a duty for highway authorities to promote road safety.
- **Flood and Water Management Act (2010):** This involves duties and powers including the duty to coordinate flood risk management across different flood risk agencies.
- **Health & Safety:** The Construction (Design & Management) Regulations 2015 (CDM2015) aims to integrate health and safety with project management.

Local Transport Policy

Wirral's regeneration plans focus on measures necessary to create and support economic growth and social stability. With respect to highways, the plans will require the highways to ensure connectivity and accessibility. All future maintenance activities also need to be coordinated with growth and improvement projects. To achieve this, effective maintenance is required and this is best achieved through a formalised asset management approach.

Technical Standards

The Department for Transport (DfT) first recommended in 2004 that Highway Asset Management Plans be produced by local authorities and continues to promote asset management practices through the Highway Maintenance Efficiency Programme (HMEP). The Code of Practice Well-Managed Highway Infrastructure (published October 2016) promotes an asset management risk-based strategy for levels of service.

Financial: Whole of Government Accounts (WGA)

The highway infrastructure in Wirral is a vital asset that contributes to the economic viability and development of the region. Valuations are required for submission to HM Treasury and also provide a basis for lifecycle analysis. The Gross Replacement Cost (GRC) of highway assets is £2.2bn based on Whole of Government Accounting (WGA) principles. This makes highways Wirral's second most valuable asset behind the residents themselves. To maximise the benefit of highways assets, there needs to be a formalised, structured approach such as that provided by best practice Asset Management.

Financial: Budget constraints, efficiencies & investment prioritisation

Asset management efficiencies, based on LEAN principles, have become more essential to local authorities with the reductions in highway maintenance budgets. The necessity to stretch diminishing funds further and to ensure granted funds are invested effectively on a prioritised, risk basis. With existing resources becoming increasingly difficult to secure and stretch, 'invest to save' principles are used for a number of schemes.

Financial: DfT Incentive Fund

The DfT Incentive Fund element of local authority highway maintenance grant, established in 2016, is determined based on a self-assessment of asset management aptitude proficiencies. In 2019/20, the DfT set out 22 areas of proficiency. These 22 areas are addressed within this Strategy document and supporting Plans.

Managing stakeholder expectations

Good asset management, including asset data and analysis, helps to demonstrate maintenance requirements and the constraints of limited budgets to internal and external stakeholders. A list of Wirral's stakeholders is included the Communications Strategy.

Best Practice

By looking out for articles, research and other means of exploring good practice, and in analysing actions taken at national, regional and local levels, the Council is committed to learning from best practice outcomes in order to embed a continuous improvement approach.

Conversely, the Council is willing to share its finding with others. The network links the Council has with each of the Liverpool City Region local authorities will look to these relationships as far as maximising the sharing of good practice. The recent Devolution Agreement and the emerging

development of the Key Route Network (KRN) across the City Region will further contribute to this process.

Similarly, the Council has network links with Cheshire West and Chester Council sharing actual land boundaries across the highway network. A working relationship with colleagues will be further developed to maximise the sharing of best practice on this cross-boundary part of the network.

Sustainable Environment

Adopting a best practice Highways Infrastructure Asset Management approach will assist Wirral's vision to be environmentally sustainable, having called a Climate Emergency in 2019. The approach will ensure:

- Procurement of contractors (refer Section 11.3) using Wirral's corporate forms of contract and tender award procedure which encourage Social Value;
- Recycle waste materials and use recycled material, both in the office and on site where practical;
- Encourage environmentally friendly methods of transport, such as bicycle and on-foot, when the demands of a job permit.
- A reduction in hard verges.
- Preservation of highway trees.

4. Strategic Objectives for Wirral Council Highways and Infrastructure Service

The Highway Infrastructure Asset Management Strategy sets out how the Highway Infrastructure Asset Management Policy will be achieved and is one of the key strategic documents relating to Wirral Council's Highway Services. The Highway Infrastructure Asset Management Framework described in Section 2 encompasses these key documents and illustrates the local and national influences and dependencies that are in place to deliver these services. Wirral Council will ensure that good highway asset management processes and procedures are developed and embedded to ensure maintenance of the highway network.

Our Strategic Objectives, derived from and aligned to our Highway Infrastructure Asset Management Policy, are set out below:

- **To provide a Safe, Effective and Efficient Highway Network for our road users**

By employing good highways management practices that include the planning, coordinating and operational delivery of our Highway Services, we can provide our Council's road users with a safe, efficient and effective highway network that connects our communities and contribute to improving our residents' lives.

- **Providing a High Level of Customer Satisfaction to our Stakeholders**

We understand that we manage and maintain the highway assets for the benefit of the residents and businesses of the borough and for those that travel into and through the borough, and that it is these stakeholders that provide the required funding, through central government grant and the Council's own funding sources. We will seek to develop practicable ways to determine the level of service our stakeholders require of the highway assets. Our goal is to improve public satisfaction with its highway service whilst maintaining value for money and continuing to provide a safe highway network, in line with corporate priorities.

We will make sure that the way the highway network is performing is communicated to all stakeholders, using the most appropriate media.

- **Optimising the condition of our Highway Network for all road users**

Within the available resources the Council's Highways and Infrastructure service teams will ensure maximum value for money so that our highway network's condition is 'fit for purpose' and is optimised. Improved asset management skills and practices will ensure greater long-term planning and improved understanding of forecast highway asset condition. This will enable our team to make the optimum intervention at the right time and realise greater value for money for Council stakeholders.

The achievement of the above objectives can be measured and assessed through the Performance Management Framework (PMF) which is described in Section 9 of this HIAM Strategy. The strategic Key Performance Indicators (KPIs) developed within the PMF will link directly to the above objectives.

5. Funding

Asset performance data is used to determine the funding requirements. However, in reality the implementation of this strategy may be constrained by available funding. The development and implementation of strategy is therefore an iterative process based on historical and predicted funding for both routine and capital works.

Routine Works

The Highways & Infrastructure service's Council Revenue budget totals approximately £7m p.a. net, of which some £1.6m is available for spend on routine and reactive infrastructure repair and maintenance.

This level of funding has been inadequate for annual routine works demand, but it is not anticipated that the value will increase in the foreseeable future.

As a result, planned routine works generally are financed from DfT funding, devolved and distributed by Liverpool City Region Combined Authority through the local highways & transport infrastructure capital grants. For Wirral Council's highway maintenance allocations, this has historically been in the region of £5.5M per annum. A breakdown of historical revenue funding is shown in the Lifecycle Plan for each asset.

Specialist IT software and hardware requirements, such as the procurement of the Symology Insight system to assist with streetworks and asset management, is also funded through the DfT allocation. The replacement of non-specialist IT hardware and software is funded by Wirral Council's corporate digital service budget.

Capital Works

Various funding streams are available to Wirral Council for capital works as follows:

- DfT Capital Fund allocation for the road network in general with additional funding for works required on the Key Route Network;
- DfT Incentive Fund (based on Asset Management Self Assessments);
- DfT Challenge Fund;
- Environment Agency funding for flood prevention works;
- Council Borrowing (through the Prudential Fund), typically for 'Invest to Save' works;
- Council capital bids for unsupported borrowing through the Capital and Assets Group led by Resources directorate (requiring 'invest to save' or 'safety' related business case; and
- Private Developers' funding.

Historical capital funding is detailed within the Lifecycle Plan for each core asset. The strategy for future funding is as detailed below. Further details will be described as required within the Lifecycle Plan for each asset.

Table 1: Funding strategies

Asset Group	Funding Stream
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Asset Group	Funding Stream
Carriageways	A long term 'Invest to Save" programme is being developed to ensure performance targets are met. It is anticipated that this strategy may involve investment up to £200m over the next 15 years which would include works to footways. Time is needed to develop a justifiable, robust programme for such a strategy that has sustained funding over a long period so that works can be effectively planned.
Footways, Cycleways and Right-of Way	Programmes of Works for footways and cycleways are planned and funded separately to the carriageway works programme. Works for 'off-road' footways, cycleways and Rights-of-Way are funded through the DfT finance. Time is needed to develop a justifiable, robust programme for such a strategy that has sustained funding over a long period so that works can be effectively planned.
Highway Drainage	<p>It is recognised that there has been underinvestment in the Highway surface water drainage system. However, there is limited data available on the condition of the highway drainage network to determine the value of future funding requirements. A gap analysis and surveys will therefore be undertaken before establishing a funding strategy and setting any value on funding requirements.</p> <p>Where significant flooding events have occurred, since Wirral Council is a Lead Flood Local Authority, bids for funds are made to the Environment Agency. The next 5-year funding cycle started in 2020 and funds of £5.5m for the West Kirby Flood Relief scheme have been allocated to this Project.</p>
Structures	Revenue funds have been inadequate to finance a 'steady state' for structures and the backlog of works has increased. Analysis is required to determine a more appropriate value of revenue funding. Where General Inspections and Principal Inspections identify a need for capital works, application for funds for these works will be made on an annual basis.
Street Lighting	There is an ongoing £10m 'Invest to Save' LED replacement programme which is due for completion in 2021, by which time all the council's lighting stock will be LED. A programme of replacement of cabling in poor condition has also been identified and £100k already allocated along with £750k to replace life-expired illuminated signs and bollards. Replacement of further aged columns in poor condition is also needed – a supplementary bid for Council capital funds to finance these works will be made.
Traffic Signals	Traffic Signals need technology investment in order to provide the service expected. The source of funding for all these investments has not been identified but is eligible for capital grant funding under the Combined Authority Transport Plan programme.

It is noted that before Programmes of Work associated with the above funding and investment strategies are fully developed, the needs of each asset group will be compared and funds to each asset group allocated on a risk basis.

6. Asset Data Management Plan

Understanding our network is crucial to the delivery of strategic asset management and this begins with knowledge of the inventory and condition of the core assets. The ‘HIAM - Asset Data Management Plan’ sets out the aims and objectives of managing the data, what data is required and how it is stored.

Roads form networks which are critical to the functioning of the regional and local transport systems and may attract funding additional to the normal DfT streams. There are 3 such networks in Wirral, namely:

- Major Route Network (MRN)
- Key Route Network (KRN)
- Resilient Network

These networks are described in the ‘**HIAM – Asset Data Management Plan**’.

7. Lifecycle Planning & Programmes of Works

7.1 Lifecycle Planning

The development of lifecycle methodology will ultimately enable Wirral to better manage highway maintenance activities in order to deliver sustainable, effective and efficient services and maintenance works. This involves understanding asset value, asset condition and deterioration rates and the required Level of Service.

Lifecycle Plans have been developed which detail asset inventory, condition, WGA valuation, historical investment (both revenue and capital), asset performance requirements, treatment strategy and investment / programme-of-works options for each of the core assets managed and maintained by Wirral Council, these being:

- Carriageways
- Footways/Cycleways/Rights-of-Way
- Highway Drainage)
- Highway Structures (excluding Coastal Defense Structures)
- Coastal Defense Structures
- Street Lighting
- Traffic Signals

Monitoring the condition of the assets is a crucial element of asset management in order to demonstrate the levels of service being delivered, to identify trends in improvement or deterioration, to identify priorities for focusing available resources, to monitor the effect of treatment strategies and to provide the base data required for lifecycle monitoring. The details of the surveys undertaken and planned on the key assets is described within the respective Lifecycle Plans.

Essential to this process is a need to understand the influence of budget decisions on customer satisfaction and delivery of corporate priorities. Furthermore, the impact that investing on one asset may have on the overall performance of other assets, as well as the whole asset is examined. This approach allows for the available budgets to be split at a strategic level.

The current condition of the network reflects the good level of preventative treatment and renewals undertaken over the last ten to twenty years. However, to maximise the serviceable life of assets and therefore reduce the frequency of asset renewals, we need to explore different treatment strategies to some of those previously applied.

Initially, the Council will use Lifecycle Planning Toolkits, such as those developed by HMEP, for each of 5 asset categories detailed above. Each analysis will support treatment strategies and performance targets and decisions regarding the distribution of budgets. They will not be used to identify specific schemes or programmes of work but will act as tools for testing and managing investment scenarios relation to the funding levels detailed in this HIAM Strategy.

The management of the highway network in a sustainable and environmentally responsible manner is a core element of our lifecycle planning. Our objective is to our highway asset provides social value by maximising the benefits of partnership, working with both internal and external stakeholders, and giving careful consideration to the impacts of all actions arising from climate and environmental changes to the network. Conversely, we will work to provide affordable management of our assets to minimise any impact they have on the environment and climate change. We will seek to utilise recycling strategies for as much as possible of our works, to reduce our carbon footprint, and to prolong the lifetime of our source of materials.

7.2 Programmes of Work

Programmes for capital maintenance are developed based on the principles described in the Lifecycle Plans for each asset group. Schemes identified on the Liverpool City Region (LCR) Key Route Network will be prioritised based on criteria established by the LCR.

8. Communications Strategy

The Council, as highway authority, is the custodian of the borough's highway assets. In adopting an asset management approach, we will ensure that the network meets the needs and expectations of our stakeholders as much as possible within the constraints we face. It is, therefore, fundamental that we listen to and communicate with all stakeholders on a regular basis using the most appropriate media.

The communications objectives for Wirral's Highways and Infrastructure service are:

- Communicate Wirral's policy and strategic plans for the road network through a number of accessible channels
- Have operational communication channels in place to keep road users up to date on upcoming and live impacts to the network
- Consult with stakeholders on changes to the road network
- Welcome road user feedback through a number of channels, respond to concerns and use road user experiences to help inform service provision

The Communication Strategy identifies the key stakeholders, details how we engage with these stakeholders and how we use feedback.

9. Performance Management Framework

9.1 Performance Management

Performance will be monitored against this HIAM-Strategy to ascertain where progress is being made and to identify areas that need greater focus. A formal review will be undertaken annually to ensure that highway assets are managed in the most effective and efficient manner. However, if there are significant changes in national policy or guidance that affects management of the highway, the review will be brought forward.

These reviews and subsequent development of our highway asset management approach will allow us to seek ways of working more efficiently.

Defining Level of Service and Key Performance Indicators provide a way of measuring the standard of service that is provided. They provide a direct link to the Council's corporate aims and objectives, plus other Council strategy documents. At a minimum level, they also satisfy the Council's statutory duties. They should also take account of the management and mitigation of risk both to the service user and the Council.

When setting Levels of Service and associated targets, it is also important to consider local views and therefore, the findings from the local residents' annual survey plus the National Highways and Transportation Survey (NHT) will be considered. The delivery of other services, such as Grounds maintenance and street cleaning, may impact on the delivery of and the customer perception of highway maintenance services and the associated performance measures.

The Levels of Service and Performance Indicators adopted by Wirral and the review, monitoring and audit of these is described in the '**Performance Management Framework**'.

9.2 Risk Management Plan

At a very basic level, the asset management approach can be considered as an exercise in managing risk. Assessment of risk is used as the core decision making mechanism within Wirral Council. Risk is perceived through a variety of different perspectives ranging from the broad strategic and corporate risks, such as the loss of the asset, to a significant change in the corporate budget, to those risks that may affect discrete processes or assets, such as the risk that an individual defect might present to stakeholders.

Risk is present throughout asset management because of the extensive choices, often made without full understanding of the asset, how it will perform and the consequences of failure, combined with a variety of uncertain external factors influencing the performance of the network, including weather, changes in budget provision and political direction plus the demand from other service areas.

It is not possible to eliminate all risk from asset management. This means that while some mitigation is possible, the usual approach will be to understand the degree of risk and its possible consequences and then balance this against the cost of reducing or eliminating the risk and the benefits of accommodating the risk.

More specific risks associated with the maintenance of highway assets will be assessed against an understanding of the strategic importance of the asset or assets concerned. Fundamental to this will be the development of our local road hierarchy and our Resilient Network, both of which will reflect strategic significance. Risks will be rated by considering the likelihood of the risk occurring, against the severity of its consequences but then further factored by the strategic significance of the asset. The Department for Transport 'Transport Resilience Review' recommended that highway authorities develop a Resilient Network in order to maintain economic activity and access to key services during severe weather events. The new Code extends the function of the Resilient Network to cover all disruptive events, not just severe weather.

The details of Wirral Council's approach to risk and the Resilient Network are described in the '**Risk**

Management Plan’.

Wirral Council have a number of corporate plans related to business continuity and contingency planning. These include plans for severe weather, emergencies and major incidents, details of which can be found on the Council’s website. Wirral Council are also a member of Merseyside Prepared which provides guidance on business continuity in the region in the event of a disaster. In addition, the delivery arm of Wirral’s Highway Maintenance and Street Lighting function, Highways Operation Services (HOS), have plans in place to ensure continuity of their services in the event of significant disruptions, details of which are held by the Senior Manager for Highway Maintenance and Street Lighting.

9.3 Continuous Improvement and Change Management

As detailed in Section 2, Wirral formally manage performance through a series of Programme Boards and Project Boards, including a Highways Infrastructure Asset Management Programme Board. Any changes fundamental to Policy, Strategy, Plans and Operational Services Delivery will be challenged and approved at these Boards.

The strategic reviews, KPI, compliance monitoring and audit results shall be monitored to enable the Council to assess if the methods and materials in use, either in planning or execution are working effectively to deliver in the expected outcome. If this is not the case, the strategy or method may need to be revised and updated and provide the mechanism for continual improvement of Wirral’s highways maintenance and management services. The scope of each of the reviews is detailed in the Highways ‘**Performance Management Framework**’.

Performance reviews consider results, factors contributing to performance, and options for when performance requirements have not been met. Reviews can be carried out at regular intervals, but it would be usual for them to be carried out on an annual basis.

Reviews should focus on the performance requirements that have been developed to support the asset management strategy and measure the progress in delivering the Asset Management Framework. They can also consider more operational requirements. Lessons learnt and improvement actions should be captured for all aspects of the process, especially where performance is below that expected.

The opportunity to compare approaches to delivery and to benchmark performance exists through Wirral Council’s liaison with the other Councils and groups of Councils. In particular, Wirral Council are working towards closer relations with Cheshire West and Chester (CW&C), with whom Wirral Council share a boarder, and through Wirral Council’s membership of the Liverpool City Region Combined Authority (LCRCA). Involvement in LCRCA is manifested in a number of specialist groups including the Key Route Network group, the Asset Management group and a number of other technical groups, including LCRIG. Many of the approaches to service delivery have been improved through the LCRCA such as the development of the Performance Management KPIs.

From the reviews, it is likely that improvements may be identified. These improvements may be formally documented in an improvement plan. It should detail the expected outcomes of the improvement plan, the specific actions to be taken, the owner, the resources needed to deliver them and timescales. Improvement actions should be prioritised and placed into timeframes that are realistic and affordable. In prioritising the actions, a balance between risks, costs, strategic priorities, levels of service and expected benefits should be achieved. This will ensure that focus is maintained on the outcome of the improvement and the ultimate benefit it may provide to the authority and stakeholders.

Proposed improvements should be based and introduced on LEAN strategy which aims to remove waste and improve value by identifying and reviewing the detailed workflow.

Procedures for Continuous Improvement and Change Management in Highways follow the same procedures provided by the corporate arm of Wirral Council.

10. Delivery of Operational Services

There are many services and activities required to deliver the outputs detailed within this HIAM-Strategy. Within the period covered by this plan, principal activities include:

10.1 Routine, Emergency & Winter Maintenance Activities

Routine, Emergency & Winter maintenance activities are funded through the Council's own revenue budget. The principal routine activities include:

- Winter maintenance (gritting)
- Pothole repairs under the Emergency Response Programme plus any additional funds awarded from time to time by the DfT)
- Footway, cycleway and Rights-of-Way repairs
- Road marking renewals
- Street Furniture repairs
- Street Lighting lamp replacement
- Traffic Signal repairs
- Minor repairs to structures
- Gully emptying
- Tree management

It should be noted that some street-scene activities such as street cleansing, weed control and maintenance of soft landscaping are not undertaken directly by Wirral's Highways and Infrastructure service, but are managed within the Neighbourhood Services directorate. These associated services will be linked to Highways and Infrastructure by Service Level Agreements or inter-directorate service delivery processes.

10.2 Network Preventative Maintenance Capital Works

Programmes for capital maintenance are developed based on the Lifecycle Plans for each asset group – refer Section 7.

The Council has not currently given a forward commitment for any specific capital works, with the exception of the replacement of Street Lighting luminaires with LEDs by 2021. Funds for capital works are generally allocated on an annual basis based on need and the Council's overall budget limits.

10.3 Major Network Improvements

Major Network Improvement schemes are shown on the Council's website. Outline business cases are being developed for a number of economic regeneration and housing improvements projects, for which new adoptable highways will be required. The adoption and implementation of the Local Plan may impact on this position.

10.4 Maintenance Management

Highway Maintenance Management is undertaken in order to ensure that the above activities are undertaken efficiently and effectively based on an informed, risk-based strategy and in accordance with cost, time and quality requirements. Highway Maintenance Management activities include:

- Network Management
- Event and Route Management
- Development Control
- Urban Traffic Control
- Safety Inspections
- Inventory and condition inspections and surveys
- Works supervision and inspections
- Customer liaison, information and feedback
- Continuous Improvement assessment and Change Management
- Winter maintenance management
- Environmental management, including flood management
- Capital Works Forward Programme Development
- Scheme Development Design
- Scheme Project Management
- Financial Management
- Performance Management
- Data and system management
- Procurement management
- Business Support

10.5 Sustainability

In accordance with the HIAM Policy, all services and works will be delivered to minimise environmental impact and promote social value. Details of how these principles will be applied will be described in the Highways '**Resource Management Plan**' which, at the time of publication of this HIAM-Strategy, is under development.

10.6 Processes and Procedures for Operational Services

The processes and procedures governing the activities listed in Section 10.4 above are detailed in a prioritised cascade of documentation as follows:

- Wirral Corporate Procedures
- Highway Infrastructure Asset Management Strategy and associated Plans
- Highway Operations Procedures

Where appropriate, the services managed and provided by Wirral Council Highways, use processes and procedures established by the corporate arm of Wirral Council. These include issues such as HR Management, Continuous Improvement & Change Management, Procurement, etc. These are too numerous to list here and advise on the corporate procedures is provided by the Senior Highways Maintenance and Street Lighting Manager.

There are also a number of procedures specific to Highways, as indicated in the Highways Infrastructure Asset Management Framework. In addition to the strategic procedures detailed in Section 2 of this HIAM-Strategy, there are a large number of procedures governing the delivery of highway services and operations, such as those related to gritting operations and safety and serviceability inspections. A register of current procedures is held by Senior Highways Maintenance and Street Lighting Manager.

11. Resource Requirements

11.1 Resource Reviews

Highway Management and Maintenance requirements are identified in an annual review of activities. Senior managers within Wirral Highways will map its available resources to its planned activities to determine any gaps. The gap analysis will be used as an input to determine options for resourcing the activities. This applies across all asset management activities, could be extensive and will require prioritisation and programme planning of many projects to close these gaps.

The in-house team is regularly reviewed and may therefore be changed from time to time.

In determining options for resourcing the activities, consideration is given to both internal and external resources. For human resources, options available will be affected by corporate policy and strategic plans on human resources, contracting-out or outsourcing and existing contractual arrangements. For non-human resources, availability of resources should include consideration of procurement options (e.g. lease, hire, purchase or otherwise acquire). Both human and other resourcing needs can be influenced by the nature and duration of the activities (e.g. one-off versus on-going).

Any tools, facilities or equipment that are required for highway activities should be defined and managed as assets, at a level of detail appropriate to their function and purpose.

11.2 Asset Management Competencies

Highways will determine the competences required for all asset management roles and responsibilities, and the awareness, knowledge, understanding, skills and experience needed to fulfil them. The Liverpool City Region Combined Authority has agreed that highway authorities will adopt the UKRLG Competency protocol for the assessment of asset management skills. The organisation should map its current competences to its required competences to determine any gaps. This gap analysis will be used to develop asset management competency improvement and training plans and enable incorporation of specific asset management competences into the organisational competency framework.

All persons assigned roles and accountabilities within the organisation that can have an impact on the asset management system will have those roles and accountabilities communicated to them, be provided with the training, education, development and other support needed to perform their roles, and be able to demonstrate the competences required. If a decision is made to outsource any aspect of the asset management activities, external resource providers must demonstrate competency against the required activities. These competencies and a programme of training to fill any gap identified within those competencies, for in-house staff and external providers, is being developed.

11.3 Procurement Options

Where the need to outsource has been identified, there are a range of options available to the Council for procurement of construction or consultancy services. These include:

- One-off construction / design contracts for single schemes
- Construction / design contracts for a package of schemes or term services
- Construction frameworks in place within Wirral or other UK public authorities
- Defined project works for management and engineering consultancies
- Staff outsourcing arrangement with agencies and consulting engineers

A Highways Resource Management Plan giving clear and coherent details of the full range of options and the constraints related to procurement, including compliance with local government regulations, and alignment with the Highway Asset Management Policy and Strategy are being developed in a separate document.

The outsourced services, both current and planned, and the supply chain partners will be listed in the Highway '**Resource Management Plan**', which, at the time of publication of this HIAM-Strategy, is under development.

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ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Thursday, 3 December 2020

REPORT TITLE:	HOYLAKE BEACH MANAGEMENT
REPORT OF:	NICOLA BUTTERWORTH DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report sets out the progress in delivering the recommendations of the Executive Member Decision of 13 March 2020 to determine a long-term management strategy for Hoylake beach.

The future management of Hoylake beach strategically aligns with both the Sustainable Environment and Safe and Pleasant Communities themes of the Wirral Plan 2025.

This report affects Hoylake & Meols ward.

It is not a key decision.

RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee are recommended to :-

1. note the progress in developing a specification for an ecological and geomorphological survey and, subject to a suitable budget being identified, to agree to the procurement of a study as a scientific evidence base upon which to develop future management options for Hoylake beach.
2. agree that the Director of Neighbourhoods produces a Communications and Engagement Strategy for the development of the beach management plan for Hoylake in engagement / consultation with a Working Group of the Chair and Spokespersons.
3. approve the submission of an extension request for assent to Natural England for the continuation of non-vegetation management activities at Hoylake beach which were not subject to cessation as a result of the Cabinet Member decision of 13 March 2020.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 The procurement of an Ecological and Geomorphological study will provide a scientific evidence base upon which to develop future management options for Hoylake beach. The future beach management plan will require assent from Natural England under the Wildlife and Countryside Act 1981 via a Habitat Regulations Assessment (HRA). The findings of the survey will be used to support the HRA for the beach management plan.
- 1.2 The Cabinet Member Decision of 13 March 2020 requested stakeholder engagement and ongoing dialogue with local stakeholders and statutory bodies in the development of future beach management at Hoylake. Given the significant public interest shown in the future of the management of Hoylake Beach the development of a Communications and Engagement Strategy in consultation / engagement with a Working Group formed of the Chair and Spokespersons would ensure that the range of stakeholders for future engagement is agreed. The Communications and Engagement Strategy will identify all relevant stakeholders and also set out how and when engagement on the development of the beach management plan will be undertaken.
- 1.3 The assent for all management activities at Hoylake beach expires at the end of March 2021. Some limited interventions to manage windblown sand and provide free outfalls to drainage systems are still currently undertaken. Without continuation of assent the council would be in breach of the Wildlife and Countryside Act if it were to undertake these activities after March 2021. The sand clearance activities, combined with ongoing gulley cleansing, are primarily undertaken to manage flood risk on the adjacent highway and also to ensure sand does not blow onto the highway and cause hazardous driving conditions. These operations will be required to be undertaken after March 2021. Furthermore from time to time community based activities at and adjacent to Hoylake beach will require assent and the application for continuation for assent will also include these activities.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Separate ecological and geomorphological studies were considered however by combining both requirements into a single study it is thought that added value can be achieved. Furthermore geomorphology (change in beach form) is influenced by ecological and vegetation processes and therefore by undertaking separate studies there may be a loss in value of the final study if one is not informed by the other.
- 2.2 An option to proceed without a communication and engagement strategy has been considered however this would not result in a clear and transparent process for the development of a beach management plan.

3.0 BACKGROUND INFORMATION

- 3.1 Prior to the Cabinet Member Decision of 13 March 2020 the HRA setting out the beach management activities at Hoylake had received assent from Natural England

under the Wildlife and Countryside Act. The assented activities to control vegetation comprised:

- Annual herbicide spraying using Glyphosate
- Mechanical raking of defined areas of foreshore three times per week between April and September

The assent for these activities was received in March 2016 and expires on 31st March 2021.

- 3.2 The Cabinet Member Decision of 13 March 2020 considered the public concern regarding the use of Glyphosate; the Council's declaration of a Environment and Climate Emergency and approved motion of 'Glyphosate Free Wirral' and also that the management practices in place were working against natural coastal evolution which could better protect the Hoylake area from the impacts of sea level rise.
- 3.3 Vegetation management at Hoylake beach was consequently paused and recommendations approved to develop ecological and geomorphological studies which will inform any future beach management options which are to be developed.

ECOLOGICAL AND GEOMORPHOLOGICAL STUDY

- 3.4 The extent, diversity and concentration of vegetation on the foreshore has to date not been fully surveyed. The proposed ecological study will include a National Vegetation Classification Survey of the inter tidal zone during a growing season. The information collected will provide sufficient data to support the development of an HRA Screening Report for future beach management. The inter tidal foreshore also provides habitat for non-breeding water birds. The study will review existing data on these birds and assess any potential impacts of the proposed management options.
- 3.5 Using existing available data a geomorphological study will consider historical changes in beach evolution and, informed by the ecological study, provide predictions of future change under a range of climate change scenarios.
- 3.6 The joint study will also consider present and future flood risk at Hoylake under various beach management scenarios.

COMMUNICATIONS AND ENGAGEMENT STRATEGY

- 3.7 The Cabinet Member Decision calls for stakeholder engagement during the development of an Ecological and Geomorphological Study. Furthermore the decision approved ongoing dialogue and engagement with local stakeholders and Natural England. The methodology for this dialogue and engagement has not yet been defined. The production of a Communication and Engagement Strategy, in consultation / engagement with a Working Group formed of the Chair and Spokespersons, will help define the objectives of that engagement and set out the relevant stakeholders, gateways and methods for engagement.

CONTINUATION OF ASSENT

- 3.8 Natural England have provided assent in their notice of March 2016 for “the removal of windblown sand from the sea wall as and when it accumulates”. This management activity is required for the safe management of traffic on the adjacent highway and also, when combined with ongoing gully cleansing, to allow for drainage of the highway to manage flood risk.
- 3.9 The requirements to manage the highway in a safe manner will still exist after expiration of the assent in March 2021. For Wirral Council to be able to undertake the above operation legally beyond March 2021 an application will need to be submitted to Natural England for continuation of the assent.

4.0 FINANCIAL IMPLICATIONS

- 4.1 A soft-market testing exercise has been undertaken with appropriate consultants to identify an approximate cost for the production of an Ecological and Geomorphological Study. The study is not eligible for capital funding. A fee of approximately £30,000 has been identified and relevant budgets are currently being explored to determine whether this can be met within existing resources.

5.0 LEGAL IMPLICATIONS

- 5.1 The foreshore at Hoylake is included in the following statutory sites: North Wirral Foreshore Site of Special Scientific Interest (SSSI), Mersey Narrows and North Wirral Foreshore Special Protection Area /Ramsar site and Dee Estuary Special Area of Conservation.
- 5.2 North Wirral Foreshore SSSI is designated for the following features: aggregations of nonbreeding water birds and especially bar-tailed godwit, dunlin, knot and turnstone, intertidal sediments and saltmarshes.
- 5.3 Under the European Directive 92/43/EEC (The Habitats Directive), Wirral Council is required to undertake a Habitats Regulations Assessment (HRA) to ascertain whether beach management operations at Hoylake have the potential to result in likely significant effects on the interest features of these reserves.
- 5.4 The council also require assent under S28H of the Wildlife and Countryside Act 1981 to carry out beach management operations within the North Wirral Foreshore SSSI.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 The production of an Ecological and Geomorphological Study requires the specialist knowledge and expertise of a suitably qualified consultancy. The fee estimate of approximately £30,000. Existing relevant budgets are being explored to determine whether this can be met from existing resources.
- 6.2 Production of a Communications and Engagement Strategy and application for continuation of assent for limited beach management activities can be undertaken by

utilising existing staff and resources within the Parks and Environment service area with support from the wider Neighbourhood Directorate resources.

7.0 RELEVANT RISKS

- 7.1 The advice received from Natural England in March 2019 recommended both an ecological survey and a review of geomorphological processes. If this work is not undertaken then there would be no evidence to support any beach management options put forward to Natural England and a risk that assent would not be granted.
- 7.2 Hoylake beach management has recently been subject to press and social media attention. Without an approved Communications and Engagement Strategy there is a risk that the decision making process for any future beach management will not be seen to have been made based on scientific evidence and the views of all stakeholders. By approving the production of a Communication and Engagement Strategy, a clear strategy for a transparent and open process can be determined.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 This report recommends the production of a Communication and Engagement Strategy which will set out the relevant stakeholders, the gateways and methods for engagement and the objectives of that engagement.

9.0 EQUALITY IMPLICATIONS

- 9.1 There are no implications for equalities at this stage, however any associated actions will have an Equalities Impact Assessment where appropriate from this report.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 Climate Change is a key driver in delivering future sustainable beach management at Hoylake. There is currently a trend of accretion in foreshore volumes across the Hoylake frontage, with sediment fed into the area by easterly littoral drift and onshore movement from Liverpool Bay. The mean high water spring tide mark is located some 100 metres from the sea wall.
- 10.2 Future behaviour depends on the relative change in the rate of beach accretion and the rise in mean sea level, which current best estimates, based on 95%ile medium emissions scenario, suggest will be 250mm higher than present by the middle of the century and 700mm higher than present by the end of the century. Increases in sea levels will impact on foreshore evolution and future flood risk.
- 10.3 The proposed study will provide predictions of future foreshore change based on assessment of future climate change scenarios including predicted changes in areas of habitat; potential for development of other habitats; potential changes in bird feeding/roosting areas; etc, all of which are required to inform appraisal of a range of potential beach management actions/options and to evaluate the impacts on flood risk across the frontage.

10.4 Undertaking the proposed study will have no impact on emissions of Greenhouse Gases.

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APPENDICES

Geomorphology and Ecology Study Specification Initial Draft

BACKGROUND PAPERS

Habitats Regulations Screening Assessment & Application for SSSI Assent Relating to Beach Management Operations at Wirral Beaches – AECOM March 2016

UK Climate Projections User Interface. (2019). Retrieved from <https://ukclimateprojections-ui.metoffice.gov.uk/products>

Natural England advice to Wirral Council regarding beach management – Natural England March 2020

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Special Meeting - Environment Overview and Scrutiny Committee Call-in Hoylake Beach Management	21 August 2020
Executive Member Decision Hoylake Beach Management	13 March 2020

HOYLAKE BEACH MANAGEMENT: GEOMORPHOLOGY AND ECOLOGY STUDY - SPECIFICATION**BACKGROUND**

In 1999, the Metropolitan Borough of Wirral (MBW), commissioned independent consultants to examine and report on the issue of rising beach levels at West Kirby and Hoylake at the NW corner of the Wirral Peninsula and to provide advice on the processes of long term change, identify management options and preferred management policies to provide the basis for public consultation (Jemmett A and Smith T, Jan 2000).

Subsequent to presentation of this report MBW invited public scrutiny and comment on suggested options and a series of twenty proposed actions for on-going management of the beaches (Metropolitan Borough of Wirral, March 2000).

The proposals identified were not formally adopted by the Council.

In 2010 Wirral Council applied for and received assent from Natural England and the Environment Agency for undertaking beach management at Hoylake for a period of 5 years, comprising:

- Spraying both *Spartina anglica* and *Puccinellia maritima* using approved glyphosate herbicide Round Up Bio-active Gold;
- Spraying isolated clumps of *Spartina anglica* using approved glyphosate herbicide Round Up Bio-active Gold using a hand-held lance spray;
- Mechanically raking the amenity beach using either a comb rake or a Barber Surf rake;
- Removal of accumulated windblown sand, to be recycled within the protected sites i.e. the Dee Estuary SSSI, SAC, Spa and Ramsar site; the North Wirral Foreshore SSSI and the Mersey Narrows and North Wirral Foreshore pSPA and pRAMSAR site.

In 2016, Wirral Council applied for consent for continuation of these activities at Hoylake as part of a wider beach management proposal that also included management of beaches at West Kirby, Wallasey and New Brighton and commissioned production of Habitats Regulations Screening Assessment to support this application for consent (AECOM, March 2016).

In March 2016, Natural England granted assent for a period of 5 years beginning 1st April 2016 for the specific beach management actions as shown in box 1 below to be carried out at Hoylake.

Box 1: Assented Beach Management Actions at Hoylake April 1st 2016 to March 31st 2021**Hoylake Beach**

Beach management operations considered in the assessment of Hoylake beach are:

Spraying with Roundup glyphosate based weed killer between once per year in August; Raking three times a week during April to September (inclusive); and Removal of windblown sand from the sea wall as and when it accumulates.

The area to be raked extends from the lifeboat station to Red Rocks in a band 100 metres (m) wide, between 0-100m from the wall. Raking will be undertaken using a tractor and comb rake to remove vegetation followed by a tractor and Barber Surf Rake.

The area to be sprayed extends from the lifeboat station to red rocks, in a band 100m wide, between 0-100m from the wall using a tractor with a boom and in addition if necessary between 100-120m from the wall with knapsack sprayer (additional 20 mband).

Spraying with Roundup, a glyphosate based weed killer, has been deemed the best option for managing common cord grass at Hoylake beach, as physical removal (excavation of material) may lead to further spread of the species and, as test digging has shown, leaves the rhizome behind. Rotoburing is not possible at this location due to the soft sediment; smothering techniques and grazing are unsuitable at this location due to its use as an amenity beach and burning is not effective.

In 2019, following adverse publicity on social media and in the press associated with the continued spraying of the beach at Hoylake, Wirral Council passed a motion 'Glyphosate Free Wirral' detailing how the Council intends to minimise glyphosate use with the exception of invasive species management. .

In November 2019, the Council requested Natural England provide advices under their "Discretionary Advice Service" in relation to how they should go about defining management actions to "ensure that the natural environment is conserved, enhanced and managed for the benefit of future generations, whilst contributing to sustainable development".

In 2020 the Council agreed to halt the use chemicals which control the growth of vegetation, by stopping the spraying of Glyphosate onto the beach area, but with other management actions continuing.

A wide range of views are present regarding the future management of Hoylake beach. Principally, some wish to see the continued management of grasses at Hoylake beach, using the existing techniques (glyphosate + mechanical operations) or alternative methods. Others however advocate for allowing natural succession and the cessation of any intervention techniques to control the management of grasses.

The Council wishes to address these conflicting views and reach a consensus on a way forward for managing the beach at Hoylake by producing a new Beach Management Plan (BMP) for the frontage. In order to support development of the BMP the Council is commissioning this Geomorphology and Ecology study to provide data and information to enable informed decisions to be made.

CURRENT POSITION

The beach at Hoylake was selectively sprayed, within the limits as defined in Box 1 (see Figure 1) with glyphosate herbicide to control the growth of *Spartina anglica* and *Puccinellia maritima* from 2010 to 2019.

Mechanical raking and the removal of wind blown sand from against the sea wall, the latter of which is controlled to a degree by fences attached to the promenade railings but which causes blocked drains and nuisance on the highway and to properties on located on North Parade, which also commenced in 2010 is continuing.

WHAT IS REQUIRED

The Council seeks to go out for Tender for a skilled and qualified industry expert to advise, prepare and manage a Geomorphology and Ecology study, comprising the following key tasks:

- 1. Overview of historical evolution of the Hoylake frontage;**
- 2. Review of available data;**
- 3. Identification of historical changes in beach evolution;**
- 4. Liaise with representatives of key stakeholders by phone/e-mail/video call;**
- 5. Attendance at a workshop with local stakeholders to confirm key issues and drivers for future management;**
- 6. Commission ecological study of the frontage to include carrying out a National Vegetation Classification Survey of the inter tidal zone and collation of other relevant designated habitat data in order to provide sufficient data to support development of an HRA Screening report for on-going beach management, including relevant data on bird usage of the frontage;**
- 7. Provide predictions of future change including assessment of range of future climate change scenarios including predicted changes in areas of habitat; potential for development of other habitats; potential changes in bird feeding/roosting areas; etc. utilising results from (5);**
- 8. Review of present and future flood risk across the frontage under different potential management scenarios;**
- 9. Identification of potential beach management actions/options including but not necessarily limited to:**
 - Review of existing management arrangements;
 - Identification of opportunities and constraints on future management activities;
 - Impact of different options on environmental habitats/bird feeding and roosting areas; and
 - Consideration of options based on natural development of the frontage and and/or management to maintain beach amenity across all or parts of the frontage.
- 10. Production of draft and final study reports;**
- 11. Provision of additional support to Council staff in production of BMP.**

DATA AVAILABLE

The following data is available from local, regional or national archives to support the study:

- Cross shore beach profile monitoring data (1986-2020);
- Typical cross sections through existing man-made coastal defences;
- Historical LiDAR surveys (various dates 2004-Present);
- Historical geo-rectified vertical aerial photography (1999-2018);
- Non geo-rectified vertical aerial photography (pre 1999);

- Historical oblique aerial photography (2008-2015);
- Local Sediment Analysis data from 1996, 2003, 2010 and 2015;
- Output from Environment Agency Coastal Boundaries Dataset;
- Climate change predictions from UKCP18;
- Core Count WeBs data for Hoylake sector for 2017/18 and 2018/19;
- 5-year (2014-19) WeBS core count synopses for Hoylake sector;
- Dot density maps for low tide bird count data for the Dee Estuary;

REFERENCES

- AECOM. (March 2016). *Habitats Regulations Screening Assessment and Application for SSSI Assent Relating to Beach Management Operations at Wirral Beaches.*
- Jemmett A and Smith T. (Jan 2000). *The Beaches at West Kirby and Hoylake - Options for Managing Wind Blown Sand and Habitat Change.*
- Metropolitan Borough of Wirral. (March 2000). *The Beaches at West Kirby and Hoylake - Options for Managing Wind Blown Sand and Habitat Change. Consultation Document.*

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Natural England advice to Wirral Council regarding beach management

Natural England's statutory purpose, as set out in the Natural Environment and Rural Communities Act 2006, is to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development. Our role includes providing advice to others, being a regulator and working in partnership with others including public bodies.

The following information forms the basis of Natural England's advice related to the challenges Wirral Council are facing in managing the Wirral coastline. In providing this we recognise the environment is dynamic, there are statutory requirements and strong interests and views which are often in conflict. It should also be noted that in the intertidal area there may be other statutory bodies that may need to be consulted, such as the Environment Agency and Marine Management Organisation.

Natural England's advice is provided in the following sections:

- Summary of statutory sites on the Wirral coastline
- Statutory sites at Hoylake
- Coastal dynamics
- Factors driving growth of foreshore vegetation
- Vegetation control
- Drainage
- Wider values and opportunities
- Issues that could be picked up within a wider plan
- Ideas for way forward

Natural England advice is provided from the perspective of its statutory role in giving advice on protected sites.

Summary of statutory sites on the Wirral coastline

- Nearly the whole of the Wirral coastline is covered by a range of overlapping statutory designations including nationally important Sites of Special Scientific Interest (SSSIs) and international Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar Wetland sites.
- The SSSIs of Wirral coastline are: Mersey Estuary, Mersey Narrows, North Wirral Foreshore, Dee Estuary and Red Rocks. These sites are all important for their non-breeding birds with some important for features including saltmarsh, intertidal sediment communities, sand dunes and breeding birds.

- The SPAs and Ramsar sites are: Mersey Estuary, Mersey Narrows and North Wirral Foreshore, Dee Estuary and Liverpool Bay (SPA only). These are all important for non-breeding birds with Dee Estuary also being important for some breeding birds.
- The SAC: Dee Estuary, note this extends on to the North Wirral Foreshore. This is important for a range of features including its intertidal sediments, reefs, saltmarsh and sand dunes.
- Information relating to the designated sites including Conservation Objectives, Supplementary Advice on Conservation Objectives and the Advice on Operations are available on Natural England's [designated sites view](#) system. Geographic information on the designated sites and other information relating the natural environment can be found on the following website: magic.defra.gov.uk
- Wirral Council, Natural England and other public bodies have several statutory conservation duties:
 - To further the conservation and enhancement of SSSIs – Section 28G of the [Wildlife and Countryside Act 1981 \(as amended\)](#),
 - Statutory duty to conserve biodiversity - Section 40 of the [Natural Environment and Rural Communities Act 2006](#) (NERC Act). Specific habitats and species are identified, through Section 41 (NERC Act 2006) identified as being of principle importance for conserving biodiversity. Lists of [Priority habitats](#)
 - [The Conservations of Habitats and Species Regulations 2017](#) (as amended) (aka the Habitat Regulations) includes a duty of competent authorities (as defined in Regulation 7) to have regard for the requirements of the Habitats and Wild Birds Directive in the exercise of their statutory functions (Regulation 9(3)).
 - Further guidance on public bodies responsibilities for SSSIs can be found from the following webpage: <https://www.gov.uk/guidance/sites-of-special-scientific-interest-public-body-responsibilities>

Statutory sites at Hoylake (see Annex 1 for some further detail)

- The foreshore at Hoylake is included in the following statutory sites: North Wirral Foreshore SSSI (unit 1 East Hoyle Bank), Mersey Narrows and North Wirral Foreshore SPA/Ramsar site and Dee Estuary SAC.
- North Wirral Foreshore SSSI is designated for the following features: aggregations of non-breeding water birds and especially bar-tailed godwit, dunlin, knot and turnstone, intertidal sediments and saltmarshes.
- Wetland Bird Survey (WeBS) Alerts (using WeBS data from 2014/15 to 2018/19) indicate bar-tailed godwit, knot and turnstone on North Wirral Foreshore SSSI have significant declines which would lead to these features and so the site to be in unfavourable condition.
- Liverpool Bay SPA, a marine site is located off Hoylake but it is below mean low water.

Coastal dynamics

- Sea level rise and coastal change are inevitable. Sustainable coastal management needs to take account of natural coastal change.
- Coastal conservation is often about understanding the way in which the physical system underpins the presence of individual habitats or species. Management for habitat and species features must to take account of coastal dynamics.

- As the coast changes so the mosaic of habitats and species as well as the landscape and its 'local distinctiveness' will change and evolve. Understanding the reasons for change must be factored into management decisions to ensure the best possible outcomes for the natural environment. Reasons for change will include the wider geomorphological processes, sources of sediment supply, constraints on sediment movements, wider scale sediment dredging or disposal and climate change.
- Development of pioneer vegetation that will eventually develop in to sand dunes or saltmarsh is a natural stage in the coastal change process. It is probably not possible to fully predict how the habitats will develop, however the situation at this location is likely to be different to that at Parkgate eg due to levels of exposure to winds, tides and waves and differences in sediment supply. It may be more likely that there is more development of dune habitats than saltmarshes.
- Management of the coastline should focus upon working with coastal processes that enable a dynamic environment resilient sea level rise.
- There is a need to conserve, manage and sustain sediment supplies that feed coastal systems and the landscapes and habitats they support.
- Management interventions such as raking and spraying will impact on the natural development of habitats and so geomorphological processes and sediment movement.
- Sustainable coastal management will need to incorporate adaptation measures in both short and long-term.
- Further information on the geomorphological regime and influences may be obtainable from the NW Coastal Group and the [Shoreline Management Plan 2](#) provides information on the coastal processes. [Appendix C: Baseline Process Understanding](#) indicates a long-term trend of sediment accretion for the period of the SMP, potentially leading to a complex of dunes and intertidal habitats in front of maintained sea defences, although channel movements and offshore sandbank evolution will influence the pattern of habitats.
- The Dee estuary is currently continuing to import sediment with saltmarshes showing vertical accretion. The rate of marsh expansion near the estuary mouth has decreased in recent decades but accumulation of windblown sand continues to occur near the Point of Ayr and at Hoylake (Halcrow, 2013). Such accretion is important in supporting the function of the defences. Moore. *et al* (2009), however, suggests that the Dee could be reaching a morphological equilibrium and the rate of accretion may decrease in the future.
- The Dee estuary is a drowned, glacially over-deepened valley bounded by Triassic sandstone and Carboniferous coal measures, extensively mantled by glacial till and outwash sands and gravels. A glacial till forms an eroding cliff along part of the east shore of the estuary near Thurstaston. The glacial till overlies Triassic red mudstones and sandstones, with sandstone ridges and outcrops. The harder coarse Triassic sandstone reaches the surface to create ridges and outcrops in many part of the Wirral. There are three sandstone islands which comprise the Hilbre Island Complex, the only natural hard rock coast within the estuary (Natural England, 2014).
- The main source of sediment to the estuary is the Irish Sea, although the erosion of the glacial till cliffs and the suspended load of the River Dee provide secondary sources (Appendix 2 and 3) (Halcrow, 2013).

- Planning for any coastal development including critical coastal infrastructure and access routes needs to take account of how the coast will respond to the action of coastal processes and sea level rise.
- There is a need to consider the facilitation, migration or adaptation of key natural environment assets as the coast evolves.
- The long term vision in the SMP2 is to maintain protection to assets where necessary but to provide more accommodation space where practical to do so. Along the east bank of the Dee saltmarsh should be allowed to roll back where possible and undefended cliffs should be allowed to erode naturally (Halcrow, 2010b) (Appendix 4).
- You may need or wish to commission a specific review or advice from coastal geomorphologists regarding the geomorphological regimes and influences.

Factors driving growth of foreshore vegetation

- Coastal habitats should be allowed to establish in line with 'natural change' as a dynamic response to the changing physical environment. Changes can be long term such as sea level rise or short term such as winter storms.
- At the current time, changes to the physical environment (e.g. accretion and drainage inputs) are encouraging vegetation establishment. Physical factors such as sediment type and water quality will be influencing the speed of establishment and the character of the developing habitats.
- 'Natural changes' to the balance of intertidal sediments and vegetation communities (pioneer plants, saltmarsh and embryo-dunes) is acceptable, indeed should be actively allowed. Beach raking to prevent the establishment of foreshore habitats can impact on the natural coastal processes and so would generally not be welcome from a 'Natural change' perspective.
- As habitats form naturally in new locations within the statutory designated sites they will be considered as conservation features of the statutory designated sites and will therefore be covered by the sites' conservation objectives. For example developing pioneer saltmarsh and sand dunes on north Wirral foreshore are protected as features of the Dee Estuary SAC.
- In response to dynamic change Natural England can also consider if the features of SSSIs need to be amended to account for developing habitats to ensure their continued protection. Nb - North Wirral Foreshore Site of Special Scientific Interest was last revised in 1986. There are currently no plans to revise this SSSI.

Vegetation control

- Some vegetation control may be acceptable to arrest pioneer establishment in some locations subject to adequate assessment and consents and would need to be very targeted, tightly controlled and monitored. This would be restricted by the sites conservation objectives in seeking to maintain coastal processes and habitat development.
- Habitats that regularly establish or are able to succeed to more mature forms will have value so potential control needs careful consideration.
- Vegetation control across the whole coast would not be acceptable as this is likely to be contrary to the site's conservation objectives, it is also unlikely to be economic or sustainable.
- Smaller areas of vegetation control may have scope to be consented but there should be clear justifications for requests to control vegetation establishment. It is unlikely that such control

could be considered 'directly connected with or necessary for the conservation management of the protected sites' – the first Habitat Regulations Assessment test.

- Raking control should only be focused on patches of single species such as the invasive *Spartina anglica* or possibly some limited areas of *Puccinellia maritima*, rather than raking of large areas of beach
- There needs to be a thorough ecological survey of any areas to be proposed for targeting of vegetation control.
- Mechanical methods of control should be considered as the primary means, herbicide use as a last resort and with clear objectives and practice, and only requested where supported by evidence to demonstrate lack of environmental impact, being used in line with permits from Environment Agency and MMO (where required).
- The application of herbicides on the intertidal is a concern regarding impact on non-target plant species, wider impacts on intertidal invertebrates and so to predator species such as shorebirds and seabirds, shell fisheries and wider environmental risks. The risks may not be fully known and a precautionary approach should be taken and therefore Natural England is currently unlikely to support herbicide use.
- The Council should be clear that only vegetation control that is permitted by itself and other consenting bodies will be allowed and action taken by third parties (eg private companies, stakeholder groups and members of the public) without adequate consent carries the risk of enforcement.

Drainage

- Natural England is concerned about the land drainage being discharged to the foreshore along the promenade and that it may not be regulated. This is with regard to the quality of the water and risks of contamination, the ability to maintain the drainage due to natural accretion, the influence this is having on vegetation development and beach amenity.
- Natural England advises that the water quality should be tested to understand the contamination risks, better managed and regulated.
- Natural England advises that it would be better for the local environment for land drainage/ run off to be collected treated and then discharged via a regulated discharge point. There may be opportunities for wetland creation landward of Hoylake or further along the coast and these areas could receive this treated water.

Wider values and opportunities

- The development of pioneer vegetation starts a natural succession that further accretes and stabilises sediment, this then develops a vegetation community that becomes more diverse.
- Pioneer vegetation is likely to lead to development of saltmarsh and/or dunes; this is of conservation interest and value. Given the more exposed location *Puccinellia* patches are more likely to lead embryo dunes, these will then develop into dune and slack habitats. This has been seen and well recorded between Birkdale and Ainsdale on the Sefton Coast.
- Natural England recognises that vegetation may be seasonal however where they are allowed to persist, sand dune and saltmarsh habitats provide important 'natural capital assets' that provide valuable ecosystem services. These habitats can develop in front of existing defences. Examples of the services include provision of :

Natural England advice to Wirral Council regarding beach management
01 March 2020

- Protection of the current defences and communities behind from coastal erosion and flooding by providing a barrier and habitat to absorb wave and tidal energy.
- Carbon storage into vegetation and sediments thus contributing to mitigation for climate change and the aspirations of Wirral Council the Liverpool City Region to achieve Net Zero Carbon by 2040.
- Developing habitats to support important biodiversity.
- Health and wellbeing benefits – there is significant evidence available to show the health and wellbeing benefits from people’s interaction with a biodiverse natural environment.
- Alternative visitor attraction. Development of important natural habitats provide an opportunity to develop a sustainably managed visitor economy focussed on the natural environment.
- There is an opportunity to assess the natural capital value of the coastal environment and how this might be influenced by coastal change in a range of scenarios. Liverpool John Moores University (LJMU) with Nature Connected (the Local Nature Partnership for the Liverpool City Region) have completed a Natural Capital Baseline for the Liverpool City Region. LJMU would be willing to model a change to this baseline under different management scenarios. This would help inform an appropriate and sustainable management solution for the long term. Contact details for the lead at LJMU can be supplied.

Issues that could be picked up within a wider plan

- Natural England recommends and supports the development of a more holistic beach management plan.
- This plan could be developed through an inclusive engagement process with a wide range of stakeholders that presents and accounts for a variety of constraints such as conservation, economic, legal and sustainability.
- A more holistic plan would ideally be inclusive of the range of activities and users on the intertidal and coastal zone eg local communities, range of recreational users, shell fisheries, life boat operations and land yachting etc. It should also account for improvement in the land drainage on to the foreshore and future coastal defence planning.
- Recreational disturbance is a recognised issue impacting non-breeding birds, especially during autumn, winter and early spring. It is known that recreational activities can disturb important non-breeding birds that are feeding or roosting on the North Wirral Foreshore (and elsewhere). Wirral Council with others currently undertake some work that seeks to manage this disturbance eg interpretation events, signage and wardening but more action may be required. A holistic beach management plan should incorporate measures to limit and manage recreational disturbance.
- A beach management plan will need to be subject to relevant consents and relevant assessments eg a Habitat Regulations Assessment.
- A range of activities and operations have the opportunity to have an environmental effect in combination with each other or cumulatively. This should be considered and this is a good reason for having a more holistic inclusive plan. A beach management plan that has been agreed with Natural England can be considered for an overarching consent/ assent (to cover all the activities within the plan), rather than consent/ assent for individual activities.

- A wider consideration of the benefits and value that changes to the natural environment can have on the area's socio-economic prosperity eg green tourism, well-being, ecosystem services such as coastal protection.

Ideas for way forward

- Development of an engagement process/consultation to enable a wider evidenced based debate to formulate a holistic beach management plan.
- It is for Wirral Council to determine the extent of stakeholder engagement or consultation on determining proposals or plans for coastal management. However, Natural England would recommend that local communities are engaged to understand the options and constraints and their views considered in determining sustainable approaches to the management of the coast. Although Natural England has an advisory and regulatory role it would also be a stakeholder in an engagement/consultation process.
- There needs to be more understanding of the coastal change, habitat development and the value that this brings.
- If amenity beach provision is required then this needs to be considered in the context of the changing coastal environment and how this could be done in a complimentary way. What area of amenity beach is required and what locations, how will this be sustainably managed. Are there options to where and how the amenity beaches are accessed? For example does an amenity beach need to be against the sea defence or could it be further out in front of developed habitats?

Annex 1 Further details regarding designated sites on North Wirral Foreshore

What are the interest features of the sites?

SSSI: Saltmarsh development on North Wirral Foreshore has been recognised for some time with the 1986 North Wirral Foreshore SSSI citation stating:

“North Wirral Foreshore is located between the outer Dee and Mersey Estuaries. This site is an area of intertidal sand and mudflats and embryonic saltmarsh which is of considerable importance as a feeding and roosting site for passage and wintering flocks of waders, wildfowl, terns and gulls.

The embryonic mixed saltmarsh is formed principally from common saltmarsh-grass *Puccinellia maritima* and glasswort *Salicornia europaea*, together with some common cord-grass *Spartina anglica*.”

The [Favourable Condition Table](#) (FCT) also lists saltmarsh as a notified feature and includes a 2014 estimate of 12.8 ha. The FCT also notes the SAC dune features but these haven't been identified for the SSSI, although are present close by at Red Rocks SSSI.

Natural England's [Views About Management](#) document also covers saltmarsh as a notified feature.

The last recorded condition assessment (23 October 2012) assessed this part of the SSSI as Unfavourable Declining due to declines in non-breeding birds – currently considered due to recreational disturbance. The condition assessment did not appear to consider the condition of the habitat features ie saltmarsh and intertidal sediments.

Wetland Bird Survey (WeBS) Alerts (using WeBS data from 2014/15 to 2018/19) indicate bar-tailed godwit, knot and turnstone on North Wirral Foreshore SSSI have significant declines which would lead to these features and so the site to be in unfavourable condition. The site requires formal re-assessment.

Un-consented damage to the habitats features is likely to lead to an unfavourable condition assessment eg through loss of indicator species, habitat structure or habitat area.

Changes in proportions of habitat types due to 'natural change' will be acceptable with regards to condition.

Natural England is required to keep its understanding of interest features under review and this could lead to changes to the designation.

Natural England will consider any proposals with regard to risks to the conservation and enhancement of the SSSI features.

Natural England will consider a review of condition and pressures that may be influencing condition, such as bird disturbance, inappropriate vegetation control and inappropriate drainage/water quality or wider external effects that may be accelerating change.

Ramsar: The Ramsar Information Sheet also refers to embryonic saltmarsh:

“The site comprises intertidal habitats at Egremont foreshore on the south bank of the Mersey, man-made saline and freshwater lagoons at Seaforth on the north bank and the extensive intertidal flats at North Wirral Foreshore. North Wirral Foreshore supports large numbers of feeding waders at low tide and also includes important high tide roost sites, it is an area of intertidal sands and mudflats with embryonic saltmarsh.”

Natura 2000: For the SAC, the ‘supporting processes’ will include those that sustain and allow development of the Annex I features for which the site is designated. The SPA and the SAC conservation objectives both have the caveat ‘subject to natural change’, suggesting that where coastal processes are driving the shift in habitats, we would not conclude such changes to result in an unfavourable condition assessment. There is no information in the SIP for the relevant N2k sites suggesting any major problem from saltmarsh or dune evolution for any of the designated features.

Map indicating the overlapping designations of the North Wirral Foreshore

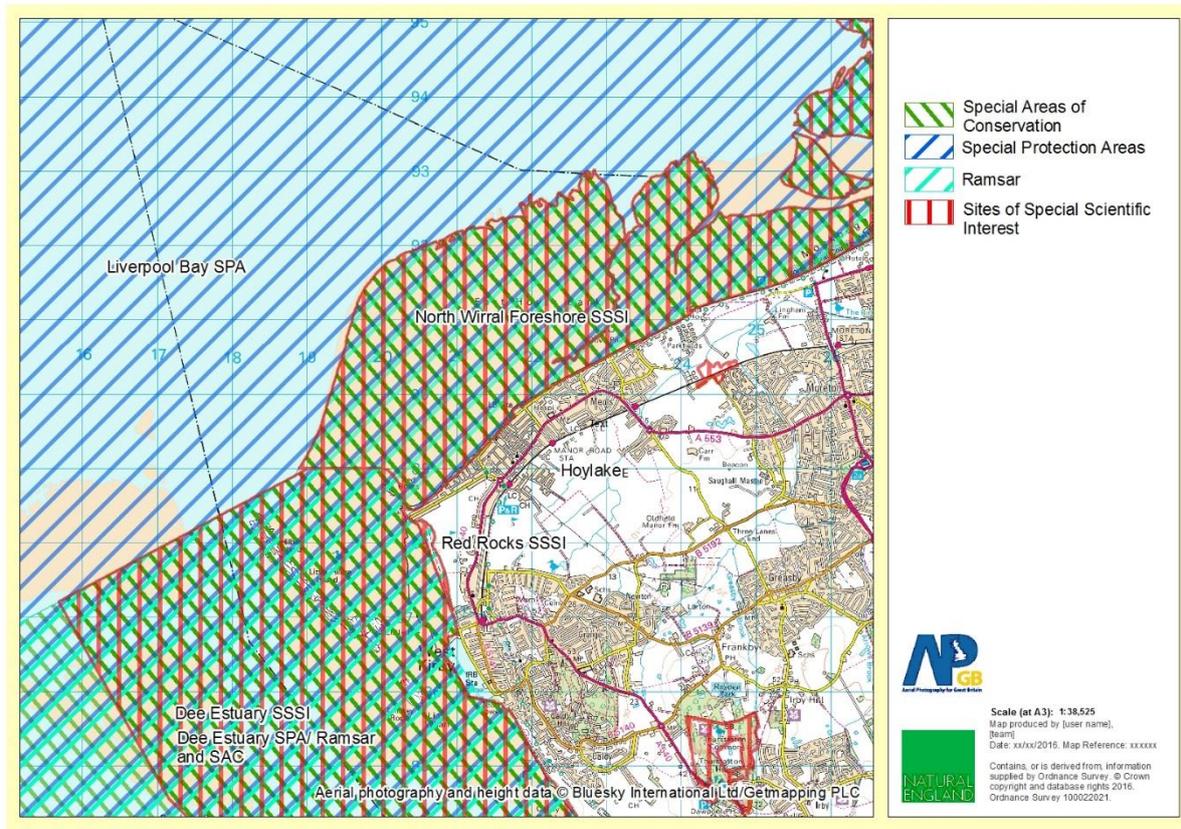
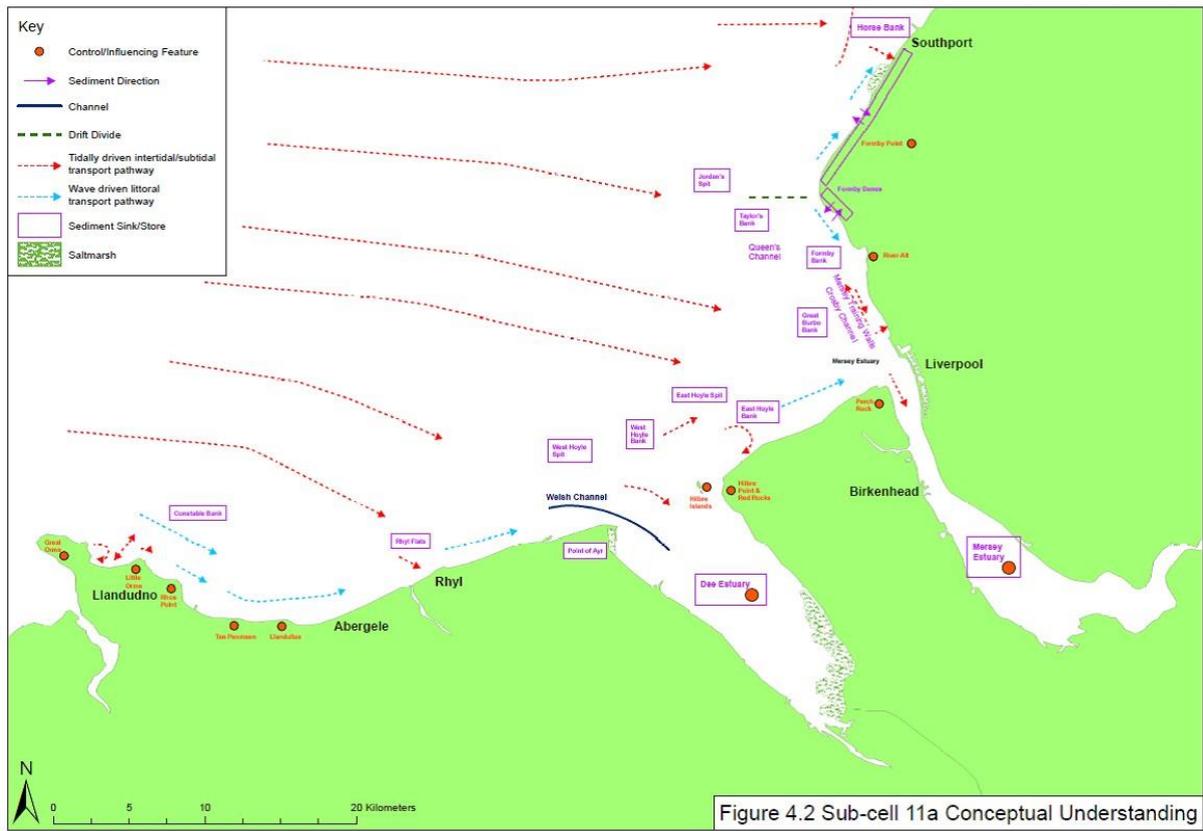


Diagram showing sediment movements for Shoreline Management Plan sub-cell 11a





ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Thursday, 3 December 2020

REPORT TITLE:	UPDATE ON THE EXERCISE TO TRIAL ALTERNATIVES TO GLYPHOSATE IN THE USE OF WEED CONTROL
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

This report provides Committee with an update and overview of the current position regarding the exercise to trial alternative methods of weed control. The Council has historically used glyphosate, under licence, for weed control across the authority. In response to the recommendations of the Environment Overview and Scrutiny Committee of 28th November 2019, officers have conducted a series of exercises to trial alternative methods of weed control. This report provides an overview of the trials undertaken and the findings identified for each alternative method. Committee are also updated on the delivery of this year's weed control programme, which has been subject to delay caused by service cessation during the initial Covid-19 lock down.

The Council is under licence to use glyphosate for weed control application until 2022, and the delivery of weed control operations is undertaken by the Council's contractor Man Coed.

The exercise undertaken so far has demonstrated that the alternative weed control methods trialled are less productive and effective and because of this or the machinery involved are more expensive than the existing method of using glyphosate. However, the horticultural industry is striving to seek out innovations and alternatives to the use of pesticides. The exercise to trial alternative methods will therefore continue with Committee updated accordingly.

RECOMMENDATIONS

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

1. Note the contents of this report and outcome to date of the exercise to trial glyphosate alternatives for weed control.
2. Note that glyphosate will not be used for weed control operations across the Parks and Countryside estate (with the limited exceptions set out in this report).
3. Note that the exercise to trial alternative methods of weed control will continue during the next 12 months with Committee updated further following this.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATIONS

- 1.1 The purpose of this report is to update Committee on the exercise to trial alternatives to glyphosate in the application of weed control across the authority. The exercise follows the Environment Overview and Scrutiny Committee's recommendation of November 2019, that officers pursue and trial alternative methods of weed control to glyphosate.
- 1.2 Through the Environment and Climate Emergency Declaration of July 2019, the Council has made a commitment to eradicate the use of glyphosate, therefore an alternative weed control solution must be sought.
- 1.3 The exercise to trial alternative methods of weed control continues and this report provide Committee with an update on the trials undertaken so far.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 This report provides Committee with an update on alternative weed control options to the use of glyphosate and follows the Council's commitment to eradicate the use of glyphosate.

3.0 BACKGROUND INFORMATION

- 3.1 The Green Flag Awards standard for parks, which Wirral Council has long term commitment to, sets out the requirement to minimise, and where possible eliminate, the use of herbicides and pesticides within parks and other green spaces. Residual herbicides are no longer in use as part of Wirral's highway hard surface weed control. However, like the majority of local authorities across the UK, Wirral Council has for over 30 years employed a system of weed control, either through its own operations or via commissioned services, that uses glyphosate as the principal means to control the presence of weeds on highway land within its responsibility.
- 3.2 Glyphosate based herbicides have been used in the UK for over 40 years
Glyphosate is classified as a systemic herbicide, meaning that there must be vegetation present at some stage of growth for the active ingredients to contact, prior to being absorbed and killing the weed from the roots up.
- 3.3 Glyphosate is approved for use in the UK by the Health and Safety Executive. The Council and its contractor (Man Coed) ensure that when used, the method of application of glyphosate fully complies with the application process set out in the COSHH (Control of Substances Hazardous to Health) safety sheet for the chemical. The Health & Safety Executive (HSE) are the statutory body that regulates the use of this chemical in the UK and as a responsible authority Wirral Council comply with

any changes in the guidance produced by the HSE in respect of how and where glyphosate can be used, if the current guidance changes.

- 3.4 Weed control in public areas such as street pavements and footpaths is regarded as a crucial service undertaken by the Council on behalf of local communities. A good quality, consistent weed control programme reduces slip and trip hazards and potential access issues, reduces the damage caused by root growth to urban surfaces and improves aesthetic appeal.
- 3.5 The control of risks associated with the use of glyphosate on highways are managed by the Council's contractor, Man Coed, through their submitted method statements and risk assessments. Wirral Council employees who use glyphosate to control invasive weeds follow strict guidelines.
- 3.6 UK law requires operators hold at least NPTC PA1 and PA6 certifications to use glyphosate professionally. Training covers the safe use, storage, and handling of pesticides with emphasis on techniques that focus on prioritising use, avoiding contamination of water courses and accuracy of application. All Man Coed and Council employees who use the product are suitably qualified. The specific Personal Protective Equipment (PPE) and Control of Substances Hazardous to Health (COSHH) requirements are always detailed in the product label.

4.0 CURRENT POSITION AND ALTERNATIVE SOLUTIONS

- 4.1 The use of glyphosate by Wirral Council over the last 12 months has reduced by 50%, see Table 1 below summarising usage. Consideration must be given to the six-week suspension due to Covid-19 pandemic earlier this year. The reduction is also a direct consequence of the introduction of a 'No Glyphosate Use in Parks and Countryside' sites principle adopted, except in a limited number of cases.
- 4.2 As stated above, since November 2019, the Parks and Countryside Service has been undertaking a twelve-month period of not using glyphosate at all sites, other than for noxious weeds. Before this, the focus was mainly targeted to the relatively small number of parks sites submitted for the Green Flag Award. In the last 12 months, the use of glyphosate in Parks and Countryside sites contributed 4% of the overall use of glyphosate. However, as leaving the weeds to grow will eventually damage infrastructure such as tarmac paths, whilst continuing the no use of glyphosate in parks, we are exploring alternative methods for treating hardstanding areas as recommended in this report.
- 4.3 The Council has recognised that work is needed to evaluate alternative methods of weed control and over the last 12 months, officers have arranged several demonstrations of non-chemical weed control including thermal treatment via a propane fired burner and mechanical scrubbing away of weeds using rotating nylon wire discs attached to power units. The Council's contractor Man Coed have also been trialling alternative methods including using 20% Acetic Acid and manually removing weeds. Table 2 below summarises the outcomes and observations of the trial exercise conducted over the past 12 months to find alternative methods to Glyphosate use for weed control.

TABLE 1 GLYPHOSATE USE COMPARISON

Month	Parks & Countryside Service use 2019/20 (Litres)	Contractor (Man Coed) use 2019/20 (Litres)	Total quantity used 2019/20 (Litres)	Total quantity used 2018/19 (Litres)	Percentage change between 2018/19 and 2019/20 programmes
December 2019	0	0	0	0	n/a
January 2020	0	0	0	0	n/a
February 2020	0	0	0	0	n/a
March 2020	20	270	290	195	+49%
April 2020	10	0 (Covid 19)	10	875	-90%
May 2020	20	405	425	920	-53%
June 2020	5	345	350	265	+32%
July 2020	5	385	390	790	-50%
August 2020	20	140	160	490	-33%
September 2020	10	605	615	450	+26%
October 2020	0	N/A	N/A	480	-
TOTAL	90 Litres	2,150 Litres	2,240 Litres	4,465 Litres	-50%

TABLE 2 OUTCOMES OF TRIAL EXERCISE

Method	Positives	Negatives	Results/recommendations
'Alltrec' electric heat	Electric Vehicle. Changeable implements	Very expensive. Heavy and slow. Restricted to certain areas of use. High maintenance costs for replacement batteries	Impractical for cost and limited usage.
'Maxwind' Pedestrian steam	Able to be used in ornamental areas	Very slow, heavy for pedestrian use and limited to water capacity	Impractical for speed of application needing multiple treatments. Only suitable for very small, limited areas.
Johnston CN101 1m2 Sub-compact sweeper (carbon fibre brushes)	Very good machine for clearing paths of leaves and detritus. Multi use	Very slow, small holding tank, very little effect on larger weeds.	Impractical for highway pavements. Costly and would not be suited for the job required
Foam	none	Requires considerable setup & running costs and heavy goods vehicle to transport. Slow, very little control of areas treated during application. Restricted to certain sites.	Impractical for normal use as the vehicle cannot access certain areas. With lack of control of application, it can damage flora and fauna in surrounding areas and would impact biodiversity in the soil because of volume.
Manually Removing weeds - Man Coed	Good publicity, reduces the days lost through poor weather.	This method is very time consuming and labour intensive. Scraping weeds will not completely kill the weed as the root will still be in the	Instant improvement of the appearance of the highway pavement but very short lived, this is due to not killing the plant. This is something that should be continued and encouraged, but not wholesale as a replacement to Glyphosate

		ground and the weed will simply grow back.	
Volunteers removing weeds manually	Good publicity and community engagement	This method is very time consuming and labour intensive. Scraping weeds will not completely kill the weed as the root will still be in the ground and the weed will simply grow back.	Instant improvement of the appearance of the highway pavement but very short lived, this is due to not killing the plant. This is something that should be encouraged and continued, but not wholesale as a replacement to Glyphosate. Due to the inexperience of the volunteers, damage to the infrastructure of the path or harm to an individual is a risk.
'Vinegar' 20% Acetic Acid	Effective within a few days. Natural way of removing weeds	The effectiveness of the acid does not last long. New growth quickly re appears. Really pungent smell. Limited knowledge of its safe use.	This method of weed treatment is widely used across Europe as an alternative to Glyphosate use. Will look to develop the use of this in our Parks, trialling it on hard surfaces

4.4 Officers recently took part in a peer survey conducted by APSE (Association of Public Sector Excellence) as a member authority, on the position across member authorities with progress being made on innovative ways of treating and controlling weeds on the highway. The survey outcomes highlighted that peers are trialling the same methods as the ones reviewed here over the past 12 months and that effectively these are in in the same position as Wirral.

Whilst alternative weed control methods produce results at a small scale, due to the amount of time taken to achieve results and practical issues such as size of machinery required, as well as prohibitive costs, the preliminary indications are that such methods are not currently a practical or affordable system to use on highways across the borough.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The current Man Coed contract for the control of weeds on highways using glyphosate costs the Council approximately £250,000 per year.
- 5.2 The potential costs associated with the cessation of glyphosate application as the primary method of the control of weeds and unwanted vegetation across all the Council's estates and assets are currently unknown. This would be subject to the identified optimum of mix of alternative treatment technologies. This would involve an analysis of initial costs, ongoing service and maintenance costs and necessity for any new training of staff. If a new method of weed control was more time consuming this would also increase cost whether delivered in house or contracted out due to increased staff time.
- 5.3 Any increased cost of an alternative method would have to be found by Committee from elsewhere within its budget remit. If the Committee is unable to find the additional funding to cover the increased costs, a report would need to be presented to the Policy and Resources Committee for consideration before the increased cost could be agreed

6.0 LEGAL IMPLICATIONS

There are no direct legal implications coming from the exercise to trial alternatives to the use of Glyphosate. The current use of Glyphosate by the Council and its contractor is undertaken under licence and in accordance with the manufacturer's instructions.

7.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

- 7.1 The exercise to trial alternatives to Glyphosate included a review of the resource implications for each of method trialled. The resource implications of each trialled method are included in Table 2.

8.0 RELEVANT RISKS

- 8.1 The Council has made a series of public commitments to act on climate change, including the declaration of an Environment and Climate Emergency in July 2019. The declaration included a commitment to eradicate the use of Glyphosate from Council operations. A failure to demonstrate action and commitment to pursue and identify alternative weed control to the use of Glyphosate would present a reputational risk.
- 8.2 There is risk that the Council cannot identify a viable or affordable alternative to Glyphosate for weed control operations. This relates to reputational risk but also a risk of environmental standards dropping. However, the Council's use of Glyphosate has reduced in recent years and can be further targeted.

- 8.3 There is a risk of damage to the highway infrastructure and public safety through tripping hazards if weeds are not tackled and become established.

9.0 ENGAGEMENT/CONSULTATION

The trial exercise conducted has not involved public engagement and consultation, purely the review of the function of the alternative methods trialled.

10.0 EQUALITY IMPLICATIONS

An Equality Impact Review was not undertaken as part of the exercise to trial alternative methods of weed control and this update, however any changes to weed control operations would need to be subject to such a review as weed growth can blight communities and reduce the safety of some groups.

11.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 11.1 Through the Environment and Climate Emergency Declaration of July 2019, the Council resolved to eradicate the use of Glyphosate in Council operations. The Council has historically used Glyphosate as part of weed control operations across the authority and continues to do so under licence. However, there is concern about the use of pesticides such as Glyphosate and their detrimental impact on the environment and potentially on people's health. The Council recognises the need to control weeds and the risks involved in not undertaking control measures or such measures being inadequate.
- 11.2 Therefore, officers have been instructed to seek alternative methods to the use of Glyphosate for weed control. This report provides an update on the exercise to trial such alternatives.

The content and recommendations contained within this report are expected to:

- Demonstrate that Wirral Council plans to deliver on its climate emergency and environmental commitments.

REPORT AUTHOR: Neil Garnett

Local Area Team Leader
Parks, Allotments & Countryside Services
email: neilgarnett@wirral.gov.uk

APPENDICES

Appendix 1 – APSE Survey of Members into innovative ways of treating/controlling weeds on the highway.

BACKGROUND PAPERS

Manufacturer's method statements, COSHH data sheets and instructions for the weed control methods trialled.

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Environment Overview & Scrutiny Committee Review of Glyphosate Policy	28/11/2019

Network query responses

Query Title: GM0758 - Innovative ways of treating / controlling weeds on the Highway - 100920

Description: This APSE member council is considering innovative ways to treat weeds on the highway. They would be interested to hear from any other APSE Member councils that have successfully introduced new methods of weed control / treatment. They would be particularly interested to hear from any member council who has utilised brushes on sweepers as a means of weed control / management.

Responses

Date:

Authority: Orkney Islands Council

Name: John Wrigley

Telephone: 01856 872311 ext 243

Email: John.Wrigley@orkney.gov.uk

Response:

This topic is one that has created much consternation within my team. This year we reluctantly resumed treatment using Nomix, though I have said we need to find a new way for next year.

I would therefore be very interested to hear what other authorities have tried (both successfully and unsuccessfully) to hopefully get a steer on a value for money option for us to prepare to take forward in 2021.

Date:

Authority: Cheltenham Borough Council

Name: Karen Watson

Telephone: 01242 264397

Email: Karen.Watson@cheltenham.gov.uk

Response:

We are looking at this also – have trialled foam, electric, strimming etc – no one solution seems to do it at the moment and manual clearance takes a lot longer than weed spraying.

Date:

Authority: Midlothian Council

Name: Justin Venton

Telephone:

Email: Justin.Venton@midlothian.gov.uk

Response:

At Midlothian we have trialled sweeping small areas to control weeds and debris. This has involved fitting wire brush heads to the street sweepers from Johnstons and utilising wire brush heads on our pedestrian grass cutting machinery. Also utilising hand blowers to blow back debris onto grass areas. We have some indicative costs that would benefit from a comparison with others.

We will be undertaking further trials this Autumn.

Areas of block paving are an issue as mechanical collecting cannot be utilised without lifting sand and paving!

Date:**Authority:** Wirral Metropolitan Borough Council**Name:** Neil Garnett**Telephone:** 07867 500563**Email:** neilgarnett@wirral.gov.uk**Response:**

I am responding to your request for information about alternative methods to using Glyphosate in local Authorities.

For the last 12 months Wirral Borough council have been really proactive in their approach to finding alternatives to Glyphosate and have trialled many methods, please see list below for the method and brief description.

Alltec fully electric machine , this method uses heat to kill the cells in the vegetation, instantly see weeds wilt but they soon spring back up and this method has little effect on the removal of weeds

Maxwind Pedestrian steam with nylon brush, steam is used to again kill the cells in the vegetation, little effect on killing weeds

Johnston CN101 1m2 Sub-compact sweeper(carbon fibre brushes), had little effect on picking up larger weeds and only shreds the leave of the main stem. Using a nylon brush ensures that the infrastructure of the path are not damaged.

Foam- Requires considerable setup & running costs and heavy goods vehicle to transport. Slow, very little control of areas treated during application. Restricted to certain sites.

Manually Removing weeds, This method is very time consuming and labour intensive, scraping weeds will not completely kill the weed as the root will still be in the ground and the weed will simply grow back.

Green Gobbler 30% Vinegar- following on from positive results from our contractors trials, we have now begun a programme of testing this on our highways.

Date:**Authority:** Wyre Forest District Council**Name:** Paul Allen**Telephone:** 01562 732971**Email:** Paul.Allen@wyreforestdc.gov.uk**Response:**

We here at Wyre Forest have not actually tried anything innovative but would really like to join the conversation.

We are also looking at have to make general verge maintenance more environmental friendly and are considering cut reduction, cut and collect and the introduction of bio digesters.

Date:**Authority:** Calderdale Metropolitan Borough Council**Name:** Samantha Ward**Telephone:** 07544 656 769**Email:** Samantha.Ward@calderdale.gov.uk**Response:**

We currently have C201 Mini Sweepers, which change brushes in certain areas/routes from the full poly front brush to the wire poly brush. We haven't gone for the full wire brushes as this impacts on the integrity of certain surfaces

It works on some of the smaller weeds but its not effective on those above 10cm.

Date:**Authority:** Newcastle-Under-Lyme Borough Council**Name:** Lyndon Ryder**Telephone:** 01782 717717 ex 4776 **Email:** Lyndon.Ryder@newcastle-staffs.gov.uk**Response:**

Newcastle-u-Lyme's highways are owned by Staffordshire County Highways and they contract out the weed control.

For many years NBC used an outside contractor to treat with glyphosate using knapsacks.

Streetscene Operations then took over the contract (in house) and we fitted the "Nomix" system to our mechanical sweepers. The operation consisted of the machine sweeping the highway then the glyphosate mixture being apply via a droplet spray from the rear of the suction bucket. Any pavements or obstacles (grass verges/lamp columns/road sign/street furniture etc.) that were not accessible by the sweepers would then be treated by knapsack. The sweeping programme was adjusted to allow 2 applications throughout the season. We found this to be very efficient and the most cost effective way of controlling highway weeds.

NBC are no longer the preferred contractor to control weeds for Staffs County Highways.

Before Streetscene Operations was set up (2007) our Street Cleansing department trailed weed ripping brushes that would replace the normal channel brush on the mechanical sweeper. This does a reasonable cleanse, but not as good as a normal brush. The downsides of using these brushes are that due to the increased weight they caused damage to the brush arms/linkages, thus down time in repair. Also the cost per brush was up to 3 times the price of a normal channel brush. Also this was only a cosmetic solution compared to a glyphosate treatment.

We have not since trailed any other alternative .

Date:**Authority:** Fermanagh and Omagh District Council**Name:** Stewart Burns**Telephone:** 0300 303 1777 - Ext. 21505 **Email:** stewart.burns@fermanaghomagh.com**Response:**

We purchased two BCS 630 power units with 1metre brush attachment on the front. They are pedestrian operated and will be able to clean footpaths throughout the district. The brush attachment will be able remove weeds, moss and debris.

Also, we are undertaking a trial of FoamStream to assess it's effectiveness as an alternative to glyphosphate weed killers.

Date:**Authority:** Blackpool Council**Name:** Jez Evans**Telephone:** **Email:** jez.evans@blackpool.gov.uk**Response:**

Blackpool has suffered this year more than other years as the normal treatment via quad and glysophate has been extremely restricted to parked vehicles during lockdown and the window of opportunity of the fine early spring weather, together with resource pressure.

We do have 2 compact sweepers with PKS weed sprayers (operators will require PA1 + PA2AR training modules) fitted using Vanquish biactive, which has helped control in the high footfall areas.

The issue has a big impact on cleanliness perception and if there is a magic solution please share.

Date:**Authority:** London Borough of Redbridge**Name:** Stephanie Orrell**Telephone:** **Email:** Stephanie.Orrell@redbridge.gov.uk**Response:**

At the London Borough of Redbridge we still use a glyphosate based weed killer as treatment on the weeds. We only treat areas as needed, so some areas only receive 2 treatments per year, whilst others have up to 5 treatments per year.

In 2017 we trialed a vinegar based treatment, called New Way Spray. Unfortunately, this treatment did not fully kill off the weeds and we ended up having to abandon the trial at the beginning of the second treatment and revert back to the glyphosate weed killer.

Due to the number of parked cars within the borough, using brushes to remove the weeds would not be feasible in many areas due to access problems.

Date:**Authority:** Royal Borough of Greenwich**Name:** Asya Mircheva**Telephone:** 075 2591 6393 **Email:** Asya.Mircheva@royalgreenwich.gov.uk**Response:**

The Royal Borough of Greenwich Street Cleansing service uses glyphosate for the treatment and control of weeds.

We have commissioned a contractor to treat weeds on the public highway. We are confident that the chemical is legal to use and carefully follow regulations and instructions regarding its use. We have not tried any new ways of treating the weeds on public highway but we will be interested to find out if any other local authorities have as we are due to renew our weed spraying contract.

Date:**Authority:** Northumberland County Council**Name:** Sam Talbot**Telephone:** 01670 625583 **Email:** sam.talbot@northumberland.gov.uk**Response:**

We are also looking into alternatives to herbicide but unfortunately our forays into the use of sweeper brushes a few years ago were not very successful. As a council with a lot of rural roads, the weed removing brushes on a road sweeper were trialed at Northumberland County Council as a potentially cost effective method of removing weeds with less staff, less chemical and only a slight amendment to existing resources.

Unfortunately the outcome was that the brushes, whilst effective at removing roadside weeds, were also rather effective at removing the tarmac at the edge of the road and resulted in unexpected erosion of the Highway edge, large tip-off fees with the extra weight and extra repairs to the Highway. Any cost saving in herbicide and any environmental benefits of not using it were offset or eclipsed by the extra tarmac repairs required and the haulage / tipping off costs due to removing of Highway surface.

Back to the drawing board, unfortunately.

We would be very interested in any solutions others have come up with!

Date:**Authority:** NORSE Commercial Services**Name:** Martyn Ward**Telephone:** 07824 545820**Email:** Martyn.Ward@ncsgrp.co.uk**Response:**

There are options to use a Polly / wire or wire / Polly mix of brushes to help remove weeds and a total wire brush as well, these all depend on the sweeper manufacturer approving the sweeper and brush motor to operate with the additional brush weight on their equipment.

We generally find the wire Polly mix is the best option to keep the brush shape and to remove light / dead weeds and to optimise the standard of sweeping in general, the poly wire mix bends to much as the plastic bristle does on the outside and the total wire option is too heavy for most sweeper brush motors.

I hope this helps.

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Date:**Authority:** Exeter City Council**Name:** Nick Mead**Telephone:** 07712 544621**Email:** Nick.Mead@exeter.gov.uk**Response:**

We have reduced the amount of highways sprays from 3 sprays per year to 2 sprays per year, which has only been possible off the back of introducing an integrated weed approach, i.e. use of alternative methods like the weed ripping machine (Nimos – Mosquito II) and deep clean teams (Utilising Gluton Hoover machines) city wide for the removal of detritus over a 12 month rolling schedule, removing growth material and emergent weeds. Both alternative methods have proven very effective.

We have trialled the Foamstream method of weed control and found the cost and time to be much more expensive and time consuming than that of our current methods. Additionally, the diesel consumption, fumes and hot steam were a concern for us from an operational as well as a carbon footprint point of view.

We have looked at applicability, efficacy, cost and environmental impact of chemical alternatives, pelargonic acid and acetic vinegar. These solutions have a limited environmental impact and efficacy is poor as they are contact herbicide only, killing soft leaves and not root systems, meaning re-emergence is high. At a minimum additional cost of 4x that of existing regimes, they are not currently a cost effective or financially viable option.

We have introduced a trial 'opt out' scheme for residents for the highways spray and are looking to roll this out city wide next year. A majority of residents within a road must agree to keep weed growth to a minimum, to an 'A' grade standard and provide photographic evidence in order to be removed from the spray list.

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Date:**Authority:** Swansea City & County**Name:** Dean Howard**Telephone:** 01792 841675**Email:** Dean.Howard@swansea.gov.uk**Response:**

As a Glyphosate alternative, it is always worth considering the other non-herbicide control options that exist, but they can pose some considerable issues for any insect that finds itself in the path of the application equipment. The vast majority of alternative systems are based upon the application of heat to the weed, this can be a direct flame, hot water or foam. Very obviously any insect when exposed to such extreme heat will not survive. By comparison the slow decomposition of a weed (using Glyphosate) allows for even the slowest moving insects to relocate to another environment. Other alternative control options include, rotating wire brushes, which of course are equally damaging to any life that exists within weed growth and also impacts the longevity of the tarmacadam.

Swansea Council are currently using a company that utilises the "Weed It" technology to apply herbicides only to the weeds as a spot treatment and the actual amounts of active ingredient are miniscule in comparison to the 1,100 kilometres of footways treated throughout the area.

Swansea have previously trialled a number of "new " treatments as small area trials with little success, nevertheless we would be very interested in any new methods that could reduce the amount of weed killer used.

Date:**Authority:** South Lanarkshire Council**Name:** Ian Guild**Telephone:** 07795 090416**Email:** Ian.Guild@southlanarkshire.gov.uk**Response:**

Nothing new being tried in South Lanarkshire although we have reviewed where we are using glyphosate and reduced.

Less use around obstacles and grass edges for instance.

We have a reasonable fleet of mechanical sweepers and where possible target paths rather than gutters/drainage channels.

Continue to work with other local authorities re best practise via APSE's Litter Managers Network



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Thursday, 3 December 2020

REPORT TITLE:	CAR PARKING CHARGES - MEMBERS WORKING GROUP
REPORT OF:	DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT SUMMARY

A report was brought to the Policy and Resources Committee on the 7th October 2020 by the Director of Neighbourhood Services. This report 'car parking charges options' informed Members of considerations for the reintroduction of the current car parking charges in Wirral in 2020/21 and alternative options for parking charges in 2021/22 and beyond.

Several Members of the Policy and Resources Committee expressed concern at the prospect of re-introducing charges at a time when Covid cases were once again on the rise and many local businesses were struggling.

On a motion carried by the Policy & Resources Committee, it was resolved (16:1) that:

(1) this Policy and Resources Committee agrees not to re-introduce car parking charges at this time; and

(2) authorisation is given to the Director of Neighbourhoods to consult on the implications of the medium to long term options detailed in Appendix 1 of the report and a further report is brought to the Environment, Climate Emergency and Transport Committee, as a matter of urgency, in the new year, with a particular emphasis on social inequalities and that in the meantime officers seek to find compensatory savings and that business traders are also consulted.

As a result of this the Environment, Climate Emergency and Transport Committee appointed a working group to consider these options and inform the report.

RECOMMENDATION/S

The Environment, Climate Emergency and Transport Committee is asked to;

1. Note the findings of the Working Group attached as appendix 1 of this report and agree to the recommendations:

Recommendations:

- Members support the upcoming transport strategy and recommend that any future transport strategy consults with Members, businesses, communities to ensure that it is environmentally, economically, and socially sustainable.
- The panel also recommends that a comprehensive review and survey is undertaken in Wirral as to the local impact of car parking charges on footfall and spend in retail areas and the high street.
- Members considered the request made by the Policy and Resource committee to consider the options attached in appendix 1 of this report. After much debate, Members considered the following options were acceptable and wish to submit them to the Policy and Resource Committee for consideration.

Option 4 (re-introduce parking charges immediately at all locations)

Members understood that there would be no reintroduction of car parking charges until early 2021. They acknowledge the need to support local retailers during the second lockdown and in the run up to Christmas. Five of the six working group Members wished to put forward Option 4 to be considered alongside any subsequent reviews or studies.

Two of the five Members requested an additional caveat that Country Parks remain free until after lockdown due to the perceived health and wellbeing implications. Concerns were raised that introducing car parking charges in Country Parks would limit their accessibility to low-income car owners, especially during COVID-19 when more people are facing financial pressures. One Member also raised the point that charging for parking in country parks did not reduce visitor number and that the income generated would help with repairs and maintenance of the parks.

Option 6 (re-introduce charges at long-stay and on-street and County parks but not 'shoppers' car parks)

One Member of the working group also wished to put forward option 6 for consideration. This Member was satisfied with this option in its entirety, however other working group members again raised concerns about re-introduction of car parking charges in Country Parks, for the reasons stated above and because of the environmental impact.

2. Refer this report to the Policy and Resources Committee for their consideration.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 In April 2020 the decision was made to suspend all the Council's parking charges, at on street and off-street plus country parks locations. In October 2020, the Policy and Resources Committee voted to extend this suspension until early 2021 and requested the Director for Neighbourhood Services to bring a further report to the Environment, Climate Emergency and Transport Committee. The Director for Neighbourhood Services agreed to consult on the options through a cross-party working group formed by the Environment, Climate Emergency and Transport Committee.
- 1.2 The working group met on two occasions in November 2020 and agreed the recommendations detailed in Appendix 1 of this report with support from officers and external stakeholders. All options were considered by the working group and Members agreed to forward two for further consideration.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Members of the panel considered all the options presented in appendix 2. Whilst individual members had different opinions and preferences, the options and recommendations agreed in appendix 1 were agreed as a panel to be the most acceptable.

3.0 BACKGROUND INFORMATION

- 3.1 A decision was made by chief officers through the Covid-19 emergency governance structure in April 2020 to suspend all the council's parking charges, at on-street and off-street plus country parks locations. The decision was proposed to be kept under review. This decision was taken to assist residents and key workers in parking for free when accessing shops for food and essentials, to help those businesses that were able to remain open, and to encourage the public to use parks and open spaces, in line with government guidance at the time. It also reduced the infection risks of people handling coins and pressing buttons on parking machines at a time of rapidly rising infection levels and travel being limited to essential journeys only.
- 3.2 Lockdown restrictions were relaxed and over the summer of 2020 there were large gatherings of people at Wirral's parks and open spaces and coastal locations, including overnight stopping, particularly during periods of good weather. However, in the autumn of 2020 a further spike of infections led to a Tier 3 lockdown in the Liverpool City Region, followed by further national lockdown. As such, this review and recommendations have been made with consideration to the rapidly changing COVID-19 situation and additional pressures placed on the Council and Local Businesses.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The suspension of car parking charges (and parking enforcement) across the whole of the borough has resulted in a loss of income of approximately £47,500 per week / £200,000 per month on average based on pre COVID existing use, (£24,500 from car parks, £7,500 from on-street and £3,500 from country parks and £12,000 from loss Penalty Charge Notice revenue per week).
- 4.2 The operational running costs for maintaining car parking facilities including rates, maintenance, servicing, and enforcement is approximately £800,000 per annum.
- 4.3 The COVID19 restrictions/guidance from Government from March 2020 led to a drop in travel and, by extension, parking requirements, therefore the loss of income directly relating to the suspension of parking charges is limited.
- 4.4 However, as the COVID19 restrictions are relaxed car park usage is increasing, particularly at the country parks, as residents make the most of being able to undertake non-essential journeys.
- 4.5 Suspending car parking charges for the whole of this 2020/2021 financial year would result in budget pressure of £1.9 million deficit. Parking enforcement resumed in full on street from June and is expected to bring in £300 - 350k of Penalty Charge Notice income for 2020/2021.
- 4.6 The budget to account for any loss of income, which cannot be covered by the COVID19 Emergency fund received from Government, will be agreed by relevant Committee and the Policy and Resources Committee in conjunction with the Director of Neighbourhood Services as part of the budget setting process.
- 4.7 Several of the car parking charges options as tabulated in Appendix 2 could minimise the loss of income or possibly increase income in future years.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council have powers under sections 32 and 35 of the Road Traffic Regulation Act (RTRA), 1984 to charge parking fees. Section 122 imposes a general duty on local authorities exercising functions under the RTRA 1984 to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking on and off the highway...".

Charges should be fixed to cover the cost of maintaining the facilities and repaying any debt incurred for their construction, whilst budgeting for a modest surplus to allow for unforeseen expenses does not render the scheme unlawful, charges cannot be fixed for the purpose of raising money for non-car parking related purposes. Parking enforcement has been scaled back to meet the reduced demands. When parking charges are reintroduced, then parking enforcement will be stepped up.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

6.1 This report is for information only and does not contain any direct resource implications.

7.0 RELEVANT RISKS

- 7.1 The relevant risks documented below and, in the report, 'car parking charges options' were considered by members of the panel, with particular emphasis on the risks faced by local businesses, equality implications and environment and climate emergency.
- 7.2 By continuing to offer free parking in all areas this may encourage large groups of people to travel and gather at Wirral's public parks & open spaces and shops which may lead to an increased risk of the spread of the virus.
- 7.3 Not continuing to offer free parking for the foreseeable future may have a negative impact on some local businesses in their recovery after lockdown and on those local people making use of Wirral's open spaces.
- 7.4 Effective management of car parking spaces through the use of charges can ensure a turn-over of parking and manage the supply of parking spaces.
- 7.5 Prioritising car drivers by providing free car parking raises equality issues – the council does not provide free travel by bus and in some cases does not provide cycle parking. There are a considerable number of Wirral residents without access to a car; this may be through choice but, assuming car owners may generally have higher incomes, free parking may be seen as subsidising those who are already better off and unfairly penalising more vulnerable residents and communities.
- 7.6 The Wirral Strategic Regeneration Framework sets out the priorities and challenges for economic growth in the borough, to help guide and proactively drive investment and activity across Wirral to deliver the Council's ambitions for the local economy. It has a strong focus on sustainability; continued free parking could have a negative impact on health and climate change issues by encouraging car use instead of active travel. Increasing parking tariffs in future could encourage active travel or sustainable transport modes.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Wirral Chamber of Commerce were invited to represent Wirral Businesses as part of this review. Members of the panel also requested a representative from Wirral Environment Network to attend to give their perspective. It should also be noted that further investigation of options selected for a longer-term car parking strategy will include public consultation. The guiding principles for a fair consultation can be summarised as follows.
- It should be at a time when proposals are at a formative stage.
 - Must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response.

- Those consulted should be made aware of the factors that are of decisive relevance to the decision.
- Adequate time should be given for consideration and response.

The product of the consultation should be conscientiously taken into account by the decision makers in finalising their statutory proposals/ when the ultimate decision is taken.

9.0 EQUALITY IMPLICATIONS

- 9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity.
- 9.2 The reintroduction of car parking charges has been subject to an equality impact assessment. As indicated in Appendix 2 a full EIA will be required for each of the options once agreed.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The link between poor air quality, the climate emergency and emissions from vehicles is widely accepted (add more here). An effective car parking charging regime encouraging modal shift away from the private motor car towards cleaner, more sustainable modes of transport will have a positive environmental and climate change impact. Any car parking and transport strategy needs to link to the council's Climate Emergency Declaration and Active Travel agendas.

If parking charges are reintroduced or increased in future as per several of the options contained within this report, this may reduce emissions of green-house gases.

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APPENDICES

Appendix 1 - Working Group Report
 Appendix 2 - Car Parking Options

BACKGROUND PAPERS

Policy and Resources Committee, 'car parking charges options – 7th October 2020

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Policy and Resources Committee	7 th October 2020

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Car Parking Charges

**A report produced by the
Environment, Climate Emergency and
Transport Committee**

December 2020 Final Report

1. Introduction

A report was brought to the Policy and Resources Committee on the 7th October 2020 by the Director of Neighbourhood Services. This report 'car parking charges options' informed Members of considerations for the reintroduction of the current car parking charges policy in Wirral in 2020/21 and alternative options for parking charges in 2021/22 and beyond.

Several Members of the Policy and Resources Committee expressed concern at the prospect of re-introducing charges at a time when Covid cases were once again on the rise and many local businesses were struggling.

On a motion carried by the Policy and Resources Committee, it was resolved (16:1) that:

(1) this Policy and Resources Committee agrees not to re-introduce car parking charges at this time; and

(2) authorisation is given to the Director of Neighbourhoods to consult on the implications of the medium to long term options detailed in Appendix 1 of the report and a further report is brought to the Environment, Climate Emergency and Transport Committee, as a matter of urgency, in the new year, with a particular emphasis on social inequalities and that in the meantime officers seek to find compensatory savings and that business traders are also consulted.

As a result of this the Environment, Climate Emergency and Transport Committee put together a working group to consider these options and inform this report.

2. Membership

Membership of this Working Group was cross-party and consisted of:

- Cllr Elizabeth Gray (Chair)
- Cllr Chris Cooke
- Cllr Andy Corkhill
- Cllr Tony Cox
- Cllr Christina Muspratt
- Cllr Irene Williams
- Cllr Alison Wright (Deputies for Cllr Tony Cox – 1st Session)

3. Discussion

The objective of this review is to provide an understanding of the car parking charging strategies which are currently in place, the impact these strategies have on town centre prosperity and footfall, and what other factors, separate to car parking charges influence why people visit town centres

- Develop a consistent and equitable pricing structure for both on-street and off-street parking;
- Use parking pricing as a demand management measure by adjusting the relative costs of on-street and off-street parking and park and ride services;
- Ensure that parking costs fully reflect the costs of providing and maintaining parking spaces;
- Enhance the commercial attractiveness and performance of specific urban areas by making best use of all modes of transport, particularly for travel into the city centre; and
- Ensure, as far as possible, that new parking developments do not distort demand for parking or public transport services.

Session 1

Members of the working group were presented with an overview from the Assistant Director for Highways and Infrastructure to discuss the remit of the working group and the scope. The working group were advised that they needed to consider all the options presented to the Policy and Resource Committee on the 7th October and make recommendations to be referred to committee.

An update was also provided by the Lead Commissioner for Transport and Tech on an upcoming transport strategy. This will be done in consultation with various stakeholders, such as the Birkenhead Business Improvement District (BID) and will consider all road users, businesses, and the community.

Members were informed that this will include a full review into car parking in Wirral as part of the regeneration projects in the Wirral, town centres, retail, and the Local Plan.

The panel voiced their concerns about struggling High Streets and out of town car parking and were reassured that this would be factored into the consultation. Also raised during this discussion was the need for integrated transport for the disabled and the provision of electric car parking points. It was agreed by all Members of the panel that this consultation should look at transport in Wirral in a holistic manner and factor in Environment and Climate Change implications as well as supporting local businesses and promoting active travel.

Members were keen to understand the impact that car-parking charges had on businesses and queried if this was a perception or it actually had an impact. Officers discussed that there had been no evidence found but agreed that a local study would be helpful moving forward. Some members voiced concerns that a significant number of families in Birkenhead were not car owners and queried the impact on inequality if infrastructure was skewed in favour of car parking.

Discussion then followed on the need for a decision on car parking charges long term, as part of a modal shift in Wirral. Members were concerned not to be seen to create an anti-car strategy but find a balance of all competing interests. An example was also given as to how increased pedestrianisation can in some cases, be beneficial to hospitality businesses with outside eating become more viable and adaptable in a post COVID-19 world. Members also wanted to note the health benefits of more active travel, whilst remaining inclusive.

Questions were raised over drivers with disabilities and the blue badge scheme. It was noted by one member that for some, the only transport option was to use a car and they should not be penalised for this.

Officers then asked the panel to prioritise areas for the next session. Members agreed that they wanted to look closely at the reason for having car parking charges and wanted to discuss this with the Wirral Chamber of Commerce. Also queried was the re-introduction of car parking charges in country parks and coastal locations. It was agreed by Members that that would be open to discussion, but local variables would need to be considered.

Session 2

Wirral Chamber of Commerce BID team had supplied Members with their comments as part of the Policy and Resources Committee report into Car Parking charges. In this report, they highlighted their concerns about the effect the re-introduction of car parking charges could have on Local Businesses, already feeling the effect of COVID-19. The Chamber of Commerce also confirmed that they were fully supportive of the Council's Climate Emergency and understood the need for active travel options. However, this was also countered with a need to support local businesses due to the COVID-19 pandemic.

Wirral Chamber of Commerce were invited to attend the second session, on behalf of local businesses and to enable panel Members to ask further questions.

Members of the panel queried if there has been an impact assessment undertaken in Wirral and if there was any evidence to suggest that the removal of car parking charges had made a positive impact on Wirral's high street during the COVID-19 epidemic.

Also raised was the competition from out of town retail parks and Liverpool City Centre, all of which provide free parking or convenient public transport links.

Wirral Chamber of Commerce commented that Birkenhead is currently second in the country for recovering high streets. Also mentioned was other methods of supporting businesses such as click and collect and using social media for purchases, alongside championing local high streets through initiatives such as Independent Wirral. It was noted that the economy is all encompassing and that saving jobs and keeping traders in business is the current priority. Wirral Chamber of Commerce are consulting daily with businesses, shoppers and traders and free parking regularly comes up in conversation.

Members agreed that the impact of car parking charges on commerce is something they would recommend being looked at in depth as part of any future transport strategy, but stressed the fact that it is not a black or white issue in Wirral and local considerations and concerns need to be factored in.

A representative from Wirral Environment Network was also invited to speak to Members. They emphasised their belief that there is no such thing as free parking, in that payment for the facilities themselves had to come from somewhere. Post Covid - 19 they felt that it is now vital for business to recover and by reducing car travel, this should increase 'dwell time' and more time for visitors to shop. Also raised was the impact on equalities and the potential benefits of a modal shift for car free families.

The representative also highlighted that there is no evidence to date that free car parking has a causal benefit to retail centres, but noted that there is evidence that retailers overestimate the impact of car parking charges and highlighted the positive impact of living streets and the 'pedestrian pound'.

Members queried the 'stick and carrot' approach to highlighting the benefits of active travel and retail as part of a leisure experience, by enticing shoppers with hospitality offers. WEN agreed with this, but said the issue was providing options in the first place.

Some Members felt that car use was less prevalent than it appeared, with full car parks leading to the assumption that everyone uses that mode of transport. The panel agreed that a Wirral focused survey needs to be done on this, with member input regarding the questions to ensure a 360 perspective was captured. Wirral Chamber of commerce also suggested that Business owners be included in this as they also pay for parking.

All in attendance agreed that the primary focus currently is COVID-19 and that economic recovery is vital, but that needed to be a sustainable recovery and that other transport options are promoted.

4. Summary and Recommendations

Members undertook this review in two sessions, during which a lot of information and ideas were discussed and reviewed. Overall, the panel agreed the need for the subject of car parking charges to be looked at locally and the need to produce information that was data driven and not anecdotal. There was also agreement that there needs to be a holistic transport strategy in the Wirral and members would support further reviews and studies undertaken by the Council, Wirral Chamber of Commerce and Wirral Environment Network.

Recommendations:

- Members support the upcoming transport strategy and recommend that any future transport strategy consults with Members, businesses, communities to ensure that it is environmentally, economically, and socially sustainable.
- The panel also recommends that a comprehensive review and survey is undertaken in Wirral as to the local impact of car parking charges on footfall and spend in retail areas and the high street.
- Members considered the request made by the Policy and Resource committee to consider the options attached in appendix 1 of this report. After much debate, Members considered the following options were acceptable and wish to submit them to the Policy and Resource Committee for consideration.

➤ **Option 4 (re-introduce parking charges immediately at all locations)**

Members understood that there would be no reintroduction of car parking charges until early 2021. They acknowledge the need to support local retailers during the second lockdown and in the run up to Christmas. Five of the six working group Members wished to put forward Option 4 to be considered alongside any subsequent reviews or studies.

Two of the five Members requested an additional caveat that Country Parks remain free until after lockdown due to the perceived health and wellbeing implications. Concerns were raised that introducing car parking charges in Country Parks would limit their accessibility to low-income car owners, especially during COVID-19 when more people are

facing financial pressures. One Member also raised the point that charging for parking in country parks did not reduce visitor number and that the income generated would help with repairs and maintenance of the parks.

Option 6 (re-introduce charges at long-stay and on-street and County parks but not 'shoppers' car parks)

One Member of the working group also wished to put forward option 6 for consideration. This Member was satisfied with this option in its entirety, however other working group members again raised concerns about re-introduction of car parking charges in Country Parks, for the reasons stated above and because of the environmental impact.

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APPENDIX 1 - CAR PARKING CHARGING OPTIONS

Option No.	Brief Description of Option	Potential Outcome	Climate Emergency / Active Travel implications	Local Economy / Regeneration and Vulnerable / Protected groups implications	Implementation Timescale	Resources required to deliver this option	Budget Implications for 2020/2021	Any other comments
OPTIONS 1 - 6 CAN BE IMPLEMENTED IMMEDIATELY								
1	Continue to offer free parking for the remainder of this financial year. Then reinstate charges as normal.	Income loss for the whole year for both on and off street and part PCN income.	Does not support climate emergency or active travel.	May encourage residents to visit shops and help support the local economy and regeneration. Full Equality Impact Assessment (EIA) required to ascertain the likely impact on specific areas.	Immediately from 1st April 2021	Existing staffing resource only	Estimated income £200k from PCN approx. £400k from Gov Comp Scheme (parking and pcn income) Deficit of up to:- £1.1 million from off-street, £300k from on-street, £400k from PCNs TOTAL SERVICE BUDGET DEFICIT £1.8 million	Due to reduced usage on the car parks and on-street, increased on line shopping etc. there is a significant budget income shortfall that can be attributed to COVID and being in a lockdown situation regardless of any decision to continue to offer Free parking for the remainder of this financial year.
2	Continue to offer free parking until 1st January 2021. Then reinstate charges as normal.	Income loss for part year for both on and off street and part PCN income.	Proposal does not either support or discourage either of these agendas	May encourage residents to visit shops and help support the local economy and regeneration on the run up to Christmas. Full EIA required to ascertain the likely impact on specific areas.	Immediately from 1st January 2021	Existing staffing resource only	Estimated income £120k from Off-Street £30k from On-Street £220k from PCN approx. £400k from Gov Comp Scheme (parking and pcn income) Deficit of up to:- £980k from off-street, £270k from on-street, £380k from PCNs TOTAL SERVICE BUDGET DEFICIT £1.63 million	As above for option 1, this proposal goes some way to reducing the budget deficit for this financial year
3	Change the chargeable hours, for example charge between 10am and 3pm (existing hours are 8am to 6.30pm).	Income loss for both on and off street and part PCN income.	May not support climate emergency or active travel as it encourages residents to use their vehicles at certain times of the day.	May encourage residents to visit shops during periods when parking is free which could include after dropping children off at school and or after picking children up from school. Full EIA required to ascertain the likely impact on specific areas.	Immediately following any committee resolution	Existing staffing resource only	Estimated income £160k from Off-Street £40k from On-Street £220k from PCN approx. £400k from Gov Comp Scheme (parking and pcn income) Deficit of up to:- £940k from off-street, £260k from on-street, £380k from PCNs TOTAL SERVICE BUDGET DEFICIT £1.58 million	As above for option 1, this proposal goes some way to reducing the budget deficit for this financial year
4	Reinstate charges as normal as soon as practicably possible following October 2020 committee.	Start to recover income and reduce budget deficit, however, there is still income loss for both on and off street and part PCN income due to COVID.	Does not positively support climate emergency or active travel as it does not actively discourage residents to use their vehicles.	See EIA attached to report	Immediately following any committee resolution	Existing staffing resource only	Estimated income £200k from Off-Street £50k from On-Street £220k from PCN approx. £400k from Gov Comp Scheme (parking and pcn income) Deficit of up to:- £900k from off-street, £250k from on-street, £380k from PCNs TOTAL SERVICE BUDGET DEFICIT £1.53 million	As above for option 1, this proposal goes some way to reducing the budget deficit for this financial year

5	Free Weekend Parking - normal charges apply Mon-Fri	Weekend income loss for both on and off street and part PCN income.	May not support climate emergency or active travel as it encourages residents to use their vehicles at certain times of the day.	May encourage residents to visit shops during periods when parking is free, this is outside of school times and normal commuter type travel. Full EIA required to ascertain the likely impact on specific areas.	Immediately following any committee resolution	Existing staffing resource only	Estimated income £160k from Off-Street £40k from On-Street £220k from PCN approx. £400k from Gov Comp Scheme (parking and pcn income) Deficit of up to:- £940k from off-street, £260k from on-street, £380k from PCNs TOTAL SERVICE BUDGET DEFICIT £1.58 million	As above for option 1, this proposal goes some way to reducing the budget deficit for this financial year
6	Continue to offer free parking on shoppers car parks but reinstate charges as normal on long stay car parks, on-street and Country Parks until 31st March 2021. Then reinstate all charges as normal	Start to recover income and reduce budget deficit, however, there is still income loss for both on and off street and part PCN income due to COVID.	Proposal does not either support or discourage either of these agendas	May encourage residents to visit shops and help support the local economy for the rest of the financial year. Full EIA required to ascertain the likely impact on specific areas.	Immediately following any committee resolution	Existing staffing resource only	Estimated income £70k from Off-Street £30k from On-Street £220k from PCN approx. £400k from Gov Comp Scheme (parking and pcn income) Deficit of up to:- £1.03k from off-street, £270k from on-street, £380k from PCNs TOTAL SERVICE BUDGET DEFICIT £1.68 million	As above for option 1, this proposal goes some way to reducing the budget deficit for this financial year
OTHER OPTIONS (7 - 9) WITH A LONGER LEAD IN TIME							Budget Implications for 2021/2022	
7	Implement a lower flat rate in all areas (e.g. 50p or £1, to park as long as you need)	Brings in a reduced income, standardises and simplifies the charging structure	Does not support climate emergency or active travel.	May encourage residents to visit shops and help support the local economy in its recovery from COVID. Doesn't allow for management of the parking spaces to ensure a turn over of the spaces. Full EIA required to ascertain the likely impact on specific areas.	3 months for abbreviated TRO process and new tariff implementation	Existing staffing resource only	Estimated income at 50p is £450k Estimated income at £1 is £900k TOTAL SERVICE DEFICIT BASED ON EXISTING BUDGET IS £1.5 - £1.95million	Standardises and simplifies the charging structure making it easier for residents to understand. Illuminates the issuing of PCNs for overstaying. Doesn't encourage a turn over of the parking spaces in high demand areas.
8	First 2-hours parking 'Free', then existing tariffs	Brings in a significantly reduced income, could prove difficult to operate	Does not support climate emergency or active travel.	May encourage residents to visit shops and help support the local economy in its recovery from COVID. Full EIA required to ascertain the likely impact on specific areas.	3 months for abbreviated TRO process and new tariff implementation	Existing staffing resource only	Estimated income at £1 is £750k TOTAL SERVICE DEFICIT BASED ON EXISTING BUDGET IS £1.65million	75-80% of all tickets sold are for 1 and 2 hour parking. This proposal will have a significant impact on income. It could be onerous to enforce if it relies on the enforcement officers taking observations. It could be problematic if it relies on residents obtaining a free 2 hour ticket from a machine (they may forget in the knowledge that they know the first 2 hours are free).
9	Free parking for residents - only visitors pay.	No data is held on the numbers of visitors parking from outside of the Borough but income will be significantly affected.	Does not support climate emergency or active travel.	May encourage residents to visit shops and help support the local economy in its recovery from COVID. It may discourage visitors from coming to our Borough. Full EIA required to ascertain the likely impact on specific areas.	3 months for abbreviated TRO process and up to 6 months or longer to ensure all residents are correctly registered on the scheme.	Existing staffing resource only	Estimated income is unknown TOTAL SERVICE DEFICIT BASED ON EXISTING BUDGET IS up to £2.2million	Requires all residents to register online for a free virtual permit that would entitle them to free parking. Could be a good scheme if parking charges are introduced in other Coastal areas for example as only visitors would have to pay to park.

	OTHER OPTIONS (10 - 19) FOR CONSIDERATION OF CHARGES AND BUDGET						Budget Implications for 2021/2022 and longer term	
10	Annual inflation increase to parking charges following the reintroduction of car parking charges (approx. 10p increase on all tariffs as 5p increases are avoided)	Income broadly keeps pace with inflation but fails to address current income shortfall and over time may increase divergence of budget/income (historically % returns have never matched % increases).	Does not positively support climate emergency or active travel as it does not actively discourage residents to use their vehicles.	Fails to address inconsistencies/inequalities of charges across borough. Full EIA required to ascertain the likely impact on specific areas.	Immediate and ongoing	Existing staffing resource only	Estimated income £600k - £750k but will rise if we continue to recover from COVID TOTAL SERVICE BUDGET DEFICIT £1.5million	Minimal cost and maintains income broadly in line with inflation
11	Introduce an above inflation increase to existing parking charges following the reintroduction of car parking charges (20p increase for this example but could be higher)	Potential to increase income above inflation	May discourage some residents from using their vehicles but not a significant step towards supporting climate change or the active travel agenda	Full EIA required to ascertain the likely impact on specific areas. Likely to have adverse impact on local economy/regeneration.	3 months for abbreviated TRO process and new tariff implementation	Existing staffing resource only	Estimated income £700k - £850k but will rise if we continue to recover from COVID TOTAL SERVICE BUDGET DEFICIT £1.4million	Minimal cost and with potential slight increase in income
12	Review and realignment of charges based upon strategic policy/strategy, to include consideration of variable charges based upon demand, events etc.	Charges could rise or fall in different parts of the borough. Potential to simplify tariff structure	Strategic based charging could be used to positively support both climate emergency and active travel agendas	Potential adverse impact on local economy/regeneration. Full EIA required to ascertain the likely impact on specific areas. Specifically in relation to Town centres and traders on the impact on businesses.	3 to 6 months for charges/ economic/regeneration report plus 3-6 months for full TRO process, inc consideration of objections and new tariff implementation.	Existing staffing resource only	Estimated income will depend on scale of charges - potential to increase income and address some of the deficit.	May result in significant % increases in some areas of the borough. Variable charges can be complex to implement but could be achieved. May be difficult for users to understand
13	Introduce charges into off-street car parks that are currently Free i.e.; Bromborough, Bebington, Irby, Hoylake, New Brighton etc.	New income from some of the secondary town centres.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas Full EIA required - in terms of existing usage - links to purpose of use of the car park for users i.e. shoppers, commuters, workers, residents etc	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income £250 - £350k per annum, will depend on scale of charges and number of locations	Income could be used to offset any of the other proposals that will negatively impact on income
14	Introduce new on-street charges into town centre areas e.g. New Brighton, West Kirby, Hoylake, Heswall, Moreton etc.	New income from some town centre areas.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas Full EIA required - in terms of existing visitors to the seaside locations	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income £200k per annum, will depend on scale of charges and final number of locations	Income could be used to offset any of the other proposals that will negatively impact on income.
15	Introduce parking charges into coastal locations e.g. New Brighton, West Kirby, Leasowe, Hoylake.	New income from some of the seaside/tourist areas.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas Full EIA required - in terms of existing visitors to the seaside locations	4 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income £250k per annum, will depend on scale of charges and final number of locations	Income could be used to offset any of the other proposals that will negatively impact on income. Coastal locations have proven popular following the relaxation of the lockdown restrictions.
16	Introduce charges for resident parking schemes	Schemes would become self financing	Could result in model change and hence positively supports	Full EIA required to ascertain the likely impact on residents. May have small adverse impact on local economy/regeneration.	3 months for public consultation, 3-6 months for TRO process, consideration of objections. Implementation phased over a further 6-12 months to allow for processing 5000+ applications, payments and permits.	Existing staffing resource only	Estimated income will depend on fee, approx. £75-£100k per annum	Income could fund improved maintenance of lines and signs and hence better compliance/enforcement
17	Review of existing on-street charges in Birkenhead Controlled Parking Zone.	Introduction of "competitive" edge of town charges may increase patronage and income.	Could result in model change and hence positively supports	Full EIA required to ascertain the likely impact on the local businesses and shoppers to Birkenhead. May have small adverse impact on local economy/regeneration.	3 to 6 months for charges/ economic/regeneration report plus 3-6 months for full TRO process, inc consideration of objections and new tariff implementation.	Existing staffing resource only	Current income pre-COVID approx. £380k per annum. Estimated income £500k	Private operators may reduce charges and we become less competitive

18	Introduce evening charges on and off street.	Possible income from some areas with a thriving night time economy	Potential adverse impact on local economy/regeneration. Impact for visitors in some resident parking areas Potential displacement into adjacent areas Revenue implications, enforcement etc	Full EIA required on businesses and tourism areas. Assessment of current use of carparking etc in the evening? May have small adverse impact on local economy/regeneration.	3 to 6 months for charges/ economic/regeneration report plus 3-6 months for full TRO process, inc consideration of objections and new tariff implementation.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income £100 - £200k per annum, will depend on scale of charges and number of locations	Progress to detailed scheme design following Economic/Regen appraisal
19	Emissions based charges	Could lower charges for electric / low emission vehicles and increase charge for higher emission vehicles - link to wider Transport Strategy	Positive links to climate change strategy	Full EIA required to ascertain the likely impact on residents. May have small but temporary adverse impact on local economy/regeneration.	3 to 6 months for charges/ economic/regeneration report plus 3-6 months for full TRO process, inc consideration of objections and new tariff implementation.	Potential capital expenditure required for additional EV charging points, potential negative revenue implications, existing staffing resource	In isolation may initially result in reduced parking income.	Probably best introduced in conjunction with resident or other seasonal/periodic charges. Would need to be linked to a scheme were residents have pre registered, (Cashless parking App or Wirral resident permit scheme) as too complex for P&D machines
20	Car park asset transfer or disposal in part or whole	Potential for capital receipt or revenue stream depending upon options appraisal - link to wider Transport Strategy	Proposal does not either support or discourage either of these agendas	Full EIA required on businesses, tourism and residents. Assessment of current use of carparking etc ? Disposal of under utilised car parks should not have any adverse impact on local economy/regeneration.	12 months +	Existing staffing resource only	Assess asset transfer or disposal on basis of level of income and maintenance costs.	Dependent upon car park and terms of disposal. Better managed car parks may encourage use although this is dependent upon location and charging agreed with the new operator. Potential loss of control and impact on regeneration/economy. It transfers any risk.

Page 82	NOTES
	Budget Implications in column 'H' have been RAG rated where green is positive for income and Red is negative for income.
	The 2020/21 figures allow for the compensation from the government COVID 19 emergency fund scheme.
	Assuming charges are reintroduced there will be a budget pressure for 2021/22 of approximately £1 million based on a 60% drop in income as a result of COVID



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

Thursday, 3 December 2020

REPORT TITLE:	ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE WORK PROGRAMME UPDATE
REPORT OF:	DIRECTOR OF LAW AND GOVERNANCE

REPORT SUMMARY

The Environment, Climate Emergency and Transport Committee, in co-operation with the other Policy and Service Committees, is responsible for proposing and delivering an annual committee work programme. This work programme should align with the corporate priorities of the Council, in particular the delivery of the key decisions which are within the remit of the Committee. It is envisaged that the work programme will be formed from a combination of key decisions, standing items and requested officer reports. This report provides the Committee with an opportunity to plan and regularly review its work across the municipal year. The work programme for the Environment, Climate Emergency and Transport Committee is attached as Appendix 1 to this report.

RECOMMENDATION/S

Members are invited to note and comment on the proposed Environment, Climate Emergency and Transport Committee work programme for the remainder of the 2020/21 municipal year.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

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

2.0 OTHER OPTIONS CONSIDERED

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

3.0 BACKGROUND INFORMATION

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

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

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

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

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

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

4.0 FINANCIAL IMPLICATIONS

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

5.0 LEGAL IMPLICATIONS

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

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

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

7.0 RELEVANT RISKS

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

8.0 ENGAGEMENT/CONSULTATION

8.1 Not applicable

9.0 EQUALITY IMPLICATIONS

9.1 Wirral Council has a legal requirement to make sure its policies, and the way it carries out its work, do not discriminate against anyone. An Equality Impact Assessment is a tool to help council services identify steps they can take to ensure equality for anyone who might be affected by a particular policy, decision or activity. This report is for information to Members and there are no direct equality implications.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

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

REPORT AUTHOR:

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APPENDICES Appendix 1: Environment, Climate Emergency and Transport Committee Work Plan

BACKGROUND PAPERS

<http://democracy.wirral.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13641&path=0>

SUBJECT HISTORY (last 3 years) Council Meeting Date

Council Meeting	Date
Environment, Climate Emergency and Transport Committee	22 nd October 2020



ENVIRONMENT, CLIMATE EMERGENCY AND TRANSPORT COMMITTEE

WORK PROGRAMME 2020/21

Contact Officer/s: Mike Jones
Anna Perrett

PROPOSED AGENDA FOR ENVIRONMENT, CLIMATE EMERGENCY AND HIGHWAYS COMMITTEE

3RD December 2020

Item	Key Decision	Lead Departmental Officer	Wirral Plan Priority
Network Management Plan & Appointment of Traffic Manager	Yes	Simon Fox	Sustainable Environments
Highways Asset Management Strategy (HIAM) & Street Lighting Policy	Yes	Simon Fox	Sustainable Environments
Hoylake Beach Update	No	Colin Clayton	Sustainable Environments
Alternative to Glyphosate	No	Colin Clayton	Sustainable environments
Car Parking Charges – Working Group	No	Simon Fox	Sustainable Environments

Work Programme Update	No	Anna Perrett	All
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KEY DECISIONS – TO BE SCHEDULED

Item	Key Decision Yes/No	Lead Departmental Officer	Wirral Plan Priority
LCR Cycling Walking Investment Plan – Birkenhead to New Brighton	Yes	Julie Barnes/Alan Evans Sally Shah	Sustainable environments
North Bank West Cycle Scheme (ESIF)	Yes	Simon Fox	Sustainable environments
Liverpool City Region Digital Connectivity Dig Once Policy	Yes	Shaer Halewood	
Department for transport Active Travel Allocation (TBC)	Yes	Alan Evans	Sustainable Environment
A41 Phase 1 Business Case (TBC)	Yes/Dec	Alan Evans	Sustainable Environment
Arboreal Tree Contract	Yes/February	Simon Fox	Sustainable Environment
Dog Control PSPO Dog Fouling Strategy	Yes	Mark Cockburn	Sustainable Environment
West Kirby Flood alleviation	Yes	Colin Clayton	Sustainable Environment

Wallasey Embankment Reinforcement	Yes	Colin Clayton	Sustainable Environment
Highway Maintenance Term Service Contracts Review and Re-Procurement	Yes	Simon Fox	Sustainable Environment
Road safety Action Plan and Update	Yes	Simon Fox	Sustainable Environment
Malpractice in Pedestrian Safety	Yes	Simon Fox	Sustainable Environment

ADDITIONAL AGENDA ITEMS – WAITING TO BE SCHEDULED

Item	Approximate timescale	Lead Departmental Officer
Marine Lake Update	February 2021	Colin Clayton
Beach Maintenance	February 2021	Colin Clayton
Pollinators update	2020/21	Colin Clayton
Allotment Provision Task & Finish	2020/21	Alex Davidson

STANDING ITEMS AND MONITORING REPORTS

Item	Reporting Frequency	Lead Departmental Officer
Performance and Budget Monitoring	TBC	Shaer Halewood

WORK PROGRAMME ACTIVITIES OUTSIDE COMMITTEE

Item	Format	Timescale	Lead Officer	Progress
Working Groups/ Sub Committees				
Parking Charges Working Group	Task & Finish Workshops	December 2020	Simon Fox	Complete
Climate Emergency Working Group	Task & Finish/Workshops	December 2020	Simon Fox	
Task and Finish work				
Allotment provision Task & Finish	Workshop and Report	TBC		
Spotlight sessions / workshops				
Budget Workshop		TBC		
Malpractice in pedestrian safety		February 2020		
Verges and Grass cuttings		February 2020		
Corporate scrutiny / Other				