



Economy Regeneration & Development Committee

Date:	Wednesday, 29 September 2021
Time:	6.00 p.m.
Venue:	Palace Suite - Floral Pavilion

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Members of the public are encouraged to view the meeting via the webcast, (see below) but for anyone who would like to attend in person, please contact the box office at the Floral Pavilion by telephone on 0151 666 0000, in advance of the meeting. All those attending will be asked to wear a face covering (unless exempt) and are encouraged to take a Lateral Flow Test before attending. You should not attend if you have tested positive for Coronavirus or if you have any symptoms of Coronavirus.

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 minutes of the meeting of the Economy, Regeneration and Development Committee held on 26 July 2021, attached.

5. PUBLIC AND MEMBER QUESTIONS

5.1 Public Questions

Notice of question to be given in writing or by email by 12 noon, Friday 24 September 2021 to the Council's Monitoring Officer (committeeservices@wirral.gov.uk) and to be dealt with in accordance with Standing Order 10.

5.2 Statements and Petitions

Notice of representations to be given in writing or by email by 12 noon, Friday 24 September 2021 to the Council's Monitoring Officer (committeeservices@wirral.gov.uk) and to be dealt with in accordance with Standing Order 11.1.

Petitions may be presented to the Committee. The person presenting the petition will be allowed to address the meeting briefly (not exceeding one minute) to outline the aims of the petition. The Chair will refer the matter to another appropriate body of the Council within whose terms of reference it falls without discussion, unless a relevant item appears elsewhere on the Agenda. Please give notice of petitions to committeeservices@wirral.gov.uk in advance of the meeting.

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. LIVEABLE NEIGHBOURHOODS (Pages 5 - 110)**
- 7. MASS TRANSIT (Pages 111 - 132)**
- 8. PROPERTY DISPOSALS (Pages 133 - 144)**
- 9. DOMINICK HOUSE, LISCARD (Pages 145 - 152)**
- 10. SALE OF LAND AT CROSS LANE, WALLASEY (Pages 153 - 160)**

SECTION B - BUDGET AND PERFORMANCE MANAGEMENT

- 11. QUARTER 1 MONITOR REPORT (Pages 161 - 168)**

SECTION C - WORK PROGRAMME / OVERVIEW AND SCRUTINY

- 12. WORK PROGRAMME UPDATE (Pages 169 - 176)**

13. EXEMPT INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC

The following items contain exempt information.

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

14. HIND STREET REGENERATION (Pages 177 - 202)

15. HIND STREET MOVEMENT STRATEGY (Pages 203 - 228)

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ECONOMY REGENERATION & DEVELOPMENT COMMITTEE

Monday, 26 July 2021

Present:

Councillor T Jones (Chair)

Councillors	K Greaney	A Gardner
	P Martin	A Hodson
	T Smith	C Povall
	G Wood	D Mitchell
	D Burgess-Joyce	E Gleaves

12 **WELCOME AND INTRODUCTION**

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

13 **APOLOGIES**

There were no apologies for absence.

14 **MEMBERS' CODE OF CONDUCT - DECLARATIONS OF INTEREST**

Councillor Tony Jones declared a prejudicial interest in items 6,7 and 10 (items connected with Wirral Growth Company) as a board member of the Wirral Growth Company and would leave the meeting for those items.

15 **MINUTES**

Resolved –

That the minutes of the meeting of the Economic, Regeneration and Development Committee held on 8 June 2021 be agreed as a true record.

16 **PUBLIC AND MEMBER QUESTIONS**

There were no questions, statements or petitions from the public or Members.

17 **WIRRAL GROWTH COMPANY: BIRKENHEAD PHASE 1 FINAL SITE DEVELOPMENT PLAN**

Councillor Tony Jones, having declared a pecuniary interest in this item, left the meeting.

Councillor Andrew Hodson, as Vice-Chair, took the position of Chair.

Chief Regeneration Officer Sally Shah introduced this item which sought Member endorsement to the formal Site Development Plan (SDP) for Phase 1 of Birkenhead Town Centre. The plan had been developed by the Wirral Growth Company (WGC) as part of the Partnership Agreement that the Council and MUSE Developments entered into on 19th March 2019. The draft indicative SDP was contained in the Partnership Business Plan and approved by Cabinet on 24th February 2020. WGC obtained planning permission for Phase 1 of the scheme, a funder had been identified and the proposed SDP was approved by the Wirral Growth Company Board at its meeting on 1st July 2021.

The Phase 1 development consisted of two office buildings in Birkenhead and an associated electricity substation. The larger building would be occupied by Wirral Council and the second would be let on the open market. Both buildings would be built to high environmental standards.

Members discussed the risks, including whether there was demand for lettings, and were reassured that the lettings market was monitored regularly and there was a strong likelihood of pre-lets for the second building. The lack of existing transport infrastructure was also questioned, but it was explained that this development would kick start investment in other projects including infrastructure in the phased development and that funding had been secured through Future High Streets Fund for transport improvements.

Resolved – that Policy and Resources Committee approves the Formal Site Development Plan for Birkenhead Commercial District Phase 1.

18 **WIRRAL GROWTH COMPANY - GOVERNANCE ARRANGEMENTS**

Councillor Tony Jones, having declared a pecuniary interest in this item, remained outside of the meeting.

Councillor Andrew Hodson, as Vice-Chair, took the position of Chair.

Phil McCourt, the Director of Law and Governance, introduced this report which recommended the arrangements by which the Council was represented on the Policy Board of the Wirral Growth Company Limited Liability Partnership. There were four appointments to be made to the Policy Board, two of which had been occupied by officers, those being the Director of Children's Services and the Director of Resources.

Member debated the implications of having four officer appointments so that all Members could be involved in discussion rather than having to declare an interest and leaving a meeting during any such discussion. This would allow Members to fully scrutinise decisions made. Members felt that it was a

decision which should be passed to the Policy and Resources Committee to make whilst discussions took place within groups and with Political Group Leaders.

Resolved –

That Policy and Resources Committee are requested to:

- (1) approve that the officers holding the post for the time being of Assistant Director Finance and Investment and the Director of Children Families and Education continue to be the Council's officer appointments to the Board of the Wirral Growth Company Limited Liability Partnership and that those persons (and their successors) remain so appointed until they resign, are removed by subsequent decision or until they cease to hold such post as officer of the Council; and**
- (2) consider whether Members should be appointed to the Board and discussions take place in the meantime within the political groups and with group leaders.**

19 WORK PROGRAMME UPDATE

Councillor Tony Jones returned to the position of Chair.

The Tourism, Communities, Culture and Leisure Committee was responsible for proposing and delivering an annual committee work programme. This work programme was to align with the corporate priorities of the Council, in particular the delivery of the key decisions which are within the remit of the Committee.

Resolved –

That the content of the Economy, Regeneration and Development Committee work programme which is proposed in this report for the remainder of the 2021/22 municipal year be approved.

20 EXEMPT INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED:

That, under section 100 (A) (4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following items of business on the grounds that they involve the likely disclosure of exempt information as defined by paragraphs 3 and 5 of Part I of Schedule 12A (as amended) to that Act. The Public Interest test has been applied and favours exclusion.

21 **WIRRAL GROWTH COMPANY: BIRKENHEAD PHASE 1 FINAL SITE DEVELOPMENT PLAN EXEMPT APPENDICES**

Councillor Tony Jones, having declared a pecuniary interest in this item, left the meeting.

Councillor Andrew Hodson, as Vice-Chair, took the position of Chair.

The Appendices to this report contained exempt information as defined in Schedule 12A of the Local Government Act 1972. It was in the public interest to exclude the press and public during consideration of these items under Paragraph 3 of Schedule 12A of the Local Government Act 1972 as they contained commercially sensitive information.

Resolved –

That the exempt appendices, to the Wirral Growth Company: Birkenhead Phase 1 Site Development Plan, be noted.

22 **HOYLAKE GOLF RESORT, DEVELOPMENT AGREEMENT**

Councillor Tony Jones returned to the position of Chair.

This report contains exempt information as defined in Schedule 12A of the Local Government Act 1972. It was in the public interest to exclude the press and public under:

Paragraph 1 'Information relating to the financial or business affairs of any particular person (including the authority holding the information); and

Paragraph 5 'Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.'

Members were given details regarding a legal issue and a potential solution. Members asked questions regarding the position, the background issues for the issues involved and the possibilities for resolution.

Resolved –

That the Hoylake Golf Resort Development Agreement item be referred as urgent business to Policy and Resources Committee meeting on Wednesday 28 July for consideration.



ECONOMY REGENERATION AND DEVELOPMENT COMMITTEE **29th SEPTEMBER 2021**

REPORT TITLE	LIVEABLE NEIGHBOURHOODS:
REPORT OF	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

This report seeks approval for officers to work with Sustrans, the Liverpool City Region Combined Authority (LCRCA) and local stakeholders to co-develop and design a 'Liveable Neighbourhood' in Bebington, and to produce a business case which could be used to secure future funding to be used to deliver the required infrastructure.

The main objectives of a Liveable Neighbourhood are to:

- Create high-quality public spaces that prioritise people over cars;
- Encourage more people to take journeys on foot, cycle or other active transport modes, reducing their carbon footprint;
- Create low-traffic areas and remove rat running;
- Provide opportunities for better social connections, thriving local economies and more sustainable living; and
- Give people the say in the design of their streets and foster more active and empowered communities.

The Wirral Plan 2021-2026 sets out the Council's vision to secure the best possible future for our residents, defined by the community prosperity we create and supported by our excellent people and services. This proposal directly supports the following key themes within that plan:

- A cleaner, greener borough which celebrates, protects and improves our environment and urgently tackles the environmental emergency; and
- Safe, vibrant communities where people want to live and raise their families.

This matter affects the Bebington ward.

This matter is not a Key Decision.

RECOMMENDATION

The Economy, Regeneration & Development Committee is requested to:

- (i) Authorise Officers to work with Sustrans and local stakeholders, including schools and residents, to co-develop and design a Liveable Neighbourhood (incorporating a school neighbourhood cluster) in Bebington, and to produce a business case which could be used to secure future funding;
- (ii) Authorise the Director of Regeneration and Place, in consultation with the Director of Neighbourhood Services, Chair and Spokespersons of the Economy, Regeneration and Development Committee and the Environment, Transport and Climate Change Committee, to implement any temporary test/trial schemes which arise from the stakeholder co-development programme; and
- (iii) Note that a further report will be brought forward to Members for approval of the business case, the submission of any funding application and installation of any permanent Liveable Neighbourhoods infrastructure.

SUPPORTING INFORMATION

1.0 REASONS FOR RECOMMENDATION

- 1.1 To ensure that the Council achieves the development and delivery of active travel schemes within the Borough as part of a Liverpool City Region (LCR) wide programme of schemes and interventions to address the impact of traffic dominance on the lives of residents and reduce known detrimental effects on resident's health, their environment and quality of life.
- 1.2 To ensure that the Council supports schemes which will deliver increased levels of sustainable travel as set out in the emerging Local Plan and to support actions required to address the Climate Emergency and the target in the Cool2 Strategy to 'a complete transition to fossil fuel free local travel by around 2030'. Currently two thirds of all journeys in the Liverpool City Region are 3 miles or less but more than half of these journeys are taken by car.
- 1.3 To ensure that the Council benefits from the funding that is available to Sustrans via the Freshfield Foundation to co-develop a business case to which will place us in a strong position to access further funding via the LCRCA, the Department for Transport (DfT) or other funders.
- 1.4 To ensure that the Council benefits from the experience and expertise that an organisation like Sustrans can offer. Sustrans are a registered charity with a vision of *"a society where the way we travel creates healthier places and happier lives for everyone"*.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Council could not accept the offer to work with Sustrans. This is not considered to be an appropriate option given that supporting active travel is in line with our commitments to address the climate emergency, improve the health of our residents and encourage alternative modes of transport to the private car.
- 2.2 The funding identified for the project could be used for other purposes. This is not an option as the funding is not provided directly to the Council. The £2.2 million funding has been provided to Sustrans from the Freshfield Foundation specifically to develop an LCR wide Liveable Neighbourhood programme. Sustrans are proposing to work with all 6 LCRCA authorities over a 2 year period. Liveable Neighbourhood programmes have already started to be delivered by Sustrans in Sefton, Liverpool and St Helens.
- 2.3 Other geographical areas in the Borough have been considered however using Sustrans' selection and prioritisation criteria and GIS data mapping, each of the areas were investigated for suitability and impact and Bebington was suggested to be the most appropriate location for the proposed project. Additional local information highlighted in previous years by members, residents, schools and local stakeholders was also considered in the decision making including issues regarding road safety, accessibility to schools and rat

running through local streets. Appendix 1 sets out further detail regarding the selection process.

3.0 BACKGROUND INFORMATION

- 3.1 Sustrans is a national charity, established in 1977, who want to make it easier for people to cycle and walk. Their vision is a society where the way we travel creates healthier places and happier lives for everyone and their mission is to make it easier for people to walk and cycle.
- 3.2 Sustrans have approached the LCRCA with a proposal to work with all 6 districts to develop Liveable Neighbourhoods. (These programmes also sometimes called Low Traffic Neighbourhoods). The main objectives of a Liveable Neighbourhoods programme are to:
- Create high-quality public spaces that prioritise people over cars;
 - Encourage more people to take journeys on foot, cycle or other active transport modes, reducing their carbon footprint;
 - Create low-traffic areas and remove rat running;
 - Provide opportunities for better social connections, thriving local economies and more sustainable living; and
 - Give people the say in the design of their streets and foster more active and empowered communities.
- 3.3 Sustrans have secured revenue from the Freshfield Foundation to work with all 6 LCR districts. The Freshfield Foundation has its roots in the Liverpool City Region and most of the funds it distributes in grants come from the sale of the Littlewoods Organisation which was based in Liverpool.
- 3.4 Sustrans and Freshfield Foundation began working together in 1999. Through the LCRCA, Wirral have previously worked with Sustrans to develop Bike Life, the UK's largest attitudinal assessment of cycling, of which LCR became one of the 14 UK areas involved, launching their first biennial report in 2020.
- 3.5 The Bike Life report highlights that nearly two thirds (64%) of those surveyed agreed that restricting through-traffic on local residential streets would make their area a better place to live and work, while 63% thought streets outside schools should be closed to cars during drop off and pick up times.
- 3.6 The Bike Life report also revealed:
- Cycling trips across Liverpool City Region saved 18,000 tonnes of greenhouse gas emissions last year. Cycling took 29,000 cars off the LCR roads each day.
 - Whilst the majority of residents never cycle (70%), 30% would like to start.
 - Half of residents agree that too many people are driving in their neighbourhood.

- 3.7 The LCR wide Liveable Neighbourhood programme is proposed to be delivered in 2 tranches, with each lasting 18 months. Each tranche is structured as below:
- Inception and scoping to identify the appropriate locations;
 - 3 School Neighbourhood Projects; and
 - 3 Liveable Neighbourhood Projects building on the groundwork developed with the schools.
- 3.8 The scoping reports have been completed by Sustrans and these are included as appendices – Appendix 1 is the Local Neighbourhoods Scoping Report and Appendix 2 is the Schools Scoping Report.
- 3.9 The approach to the Liveable Neighbourhood programme and School Neighbourhood programmes are grounded in community consultation. Sustrans aim to deliver a project which has:
- extensive community engagement above and beyond statutory consultation requirements;
 - trialled and tested designs endorsed by the communities they serve; and
 - future capital spend opportunities that are evidenced and based on community need.
- 3.10 The aims and objectives of the Liveable Neighbourhood and School Neighbourhood programmes have natural alignment with a number of local policies and strategies, such as Wirral emerging Local Plan, Wirral 2025 and the LCRCA Local Journeys Strategy. Schemes are considered to be placemaking schemes and not solely a transport scheme.
- 3.11 A 'liveable neighbourhood' will typically describe an approach that creates low traffic, low speed neighbourhoods. Using 'modal filters' on roads that aren't the main roads, it creates barriers to cars whilst still allowing people walking or cycling to benefit from direct access. People wishing to drive will still be able to get to their front doors, businesses or any key location in the area in the car but they may have to travel slightly further than before. (A modal filter is a traffic management measure that stops vehicles passing but allows people travelling on foot and by bicycle through. Modal filters can be designed in many different ways from a simple row of bollards to more complex designs including seating, planting and play equipment).
- 3.12 The aim of a Liveable Neighbourhood is to improve the area is to remove traffic that is 'rat-running' through communities and to make short journeys attractive by other means rather than the car. It aims to make a neighbourhood have increasingly low levels of motorised traffic as less people choose to travel through the area who are not local residents or accessing a destination in the area.
- 3.13 Two thirds of all journeys in Liverpool city region are 3 miles or less but more than half of these journeys are taken by car. The impacts of this traffic dominance on the lives of local people are widespread, impacting on their

health, environment and quality of life. To reduce these negative impacts there is a need to change the streets used by local people for local journeys to make them more convenient for walking, cycling and using public transport than using cars. This project seeks to demonstrate a scalable model for applying the changes in a pilot neighbourhoods with the potential that this approach could be rolled out more widely in the borough.

- 3.14 During the Liveable Neighbourhood programme Sustrans are proposing to engage and work with local residents and districts to co-develop proposals to design exemplar neighbourhoods that respond to local issues, creating healthier and safer places for people to live, work and play. The community engagement will be delivered in the following stages:

- Stakeholder & Partner Engagement and data gathering;
- Co-discovery (finding the problems and being issue led);
- Co-development (working together to look at assets and possibilities);
- Co-Design (designing solutions, that work for local people); and
- Project trials (test, refine and celebrate before implementation).

- 3.15 The development of School Neighbourhoods will be the initial driver to the project and the community engagement tool that leads into the wider programme of liveable neighbourhoods. Experience from previous projects delivered by Sustrans has shown that the school gates see a cross-section of the community and are an excellent source of local intelligence. Initial schools engagement will allow a better understanding of the interest and perceptions for the viability of interventions both outside the school gates and neighbourhood wide.

- 3.16 By working with schools early on in the process, it is proposed to set the scene for more comprehensive neighbourhood proposals by:

- Gaining community confidence by addressing safety concerns expressed by many children, parents and local residents;
- Start to introduce Liveable Neighbourhoods concepts to the wider community;
- Create local reference points and areas of activity that aid local understanding and a desire for change; and
- Making visible change happen, through early interventions and comprehensive behaviour change programme.

- 3.17 The project is developed in 5 phases:

Phase 1: Street Classification

Members of the local community work together to co-create a map which identifies the streets that should be used by vehicles to travel through and those that should only be used for local car trips. This, combined with early data analysis and the feedback from the online surveys and 'on the ground' engagement form the basis of a 'Filtered Neighbourhood' plan.

The outcomes of these workshops are then further developed by engineers at Sustrans and Districts. Key considerations include the availability of parallel routes (spacing between through routes) and potential inconvenience to local car journeys, as well as the location of schools, parks and other community destinations.

Phase 2: Filter Locations

Co-design workshops with residents focussing on the locations and type of modal filters that would be suitable and the design for the trial are then developed by Sustrans designers. The proposed filter locations are designed to:

- Remove through traffic from the neighbourhood cells;
- Ensure every destination remains accessible by car;
- Minimise the number of filters; and
- Create new valuable public space.

Phase 3: Design

Based on community feedback a 'vision plan' is developed and agreed by stakeholders to ensure that meets the stated aims of the project and takes into account of the views of members of the community.

Phase 4: Trial

A trial is launched and monitoring commences to assess the impact on travel, air quality and safety. Based on the data collected and on the feedback from the community, it will be possible to make changes to the trial scheme once it is on the ground.

The community engagement and trials are expected to be completed by the end of Spring 2022.

Phase 5: Business Case Development

Following completion of the community engagement Sustrans will continue work with communities and schools on celebration and demonstration events alongside the production of comprehensive business cases which subject to a further decision by members could enable further funding to be secured to implement the proposals.

It is expected that this could be completed by Summer 2022.

- 3.18 Transport for London have delivered a similar Liveable Neighbourhood programme. The flagship scheme in Waltham Forest has highlighted how such schemes are not simply transport related, but help communities to build back better, improve life expectancy, retail economies and thriving high streets, and create more inclusive places improving social connectivity and creating better environments.
- 3.19 The flagship filtered neighbourhood approach in Waltham Forest has been found to have removed 44% of traffic from residential streets. The number of journeys as a total reduced as people chose alternate routes and switched

from car use to walking and cycling. The evidence found that people were walking 30 mins more a week on average and 10 mins more a week cycling.

- 3.20 Gear Change: One Year On, published by the Department for Transport in July 2021 provides a review into the progress made towards achieving the goals of the Gear Change walking and cycling plan. It recognises that “*Low Traffic Neighbourhoods have been perhaps the most contested element of our recent cycling and walking programme*”. The report states that the data from schemes shows that where schemes have been implemented there are significant reductions in traffic, and significant increases in cycling and walking.
- 3.21 The Gear Change: One Year On report also states that common concerns regarding low traffic neighbourhoods (LTNs) that they displace traffic to other roads, but says that in most cases this is not happening. It acknowledges that sometimes it does happen at the beginning as travel patterns are adjusted, but as schemes have been in place for longer that councils are reporting reductions in traffic on most of the roads around the LTNs. LTNs are cited to work because the people living in them change their travel behaviour – taking fewer short local journeys by car and walking or cycling more. This takes local traffic away from the surrounding roads too. On those roads, the reduction in these local car journeys in most cases can be seen to outweigh any increase caused by the diversion of longer-distance car journeys by people passing through.
- 3.22 Gear Change: One Year On highlights that changes in travel behaviour don’t happen overnight but that the longer a scheme is in place, the greater its effect and Government state that such schemes must be given enough time to prove – or disprove – themselves.
- 3.23 The report also provides details regarding other concerns often raised regarding local traffic neighbourhoods with regard to increases in emergency service response times – stating that data is not shown to evidence this and schemes are shown to benefit public safety and schemes have shown to have halved road injuries in their area. Other research has shown that low traffic neighbourhoods reduce street crime, increasing safety by putting more pedestrians and cyclists on the streets and are socially inclusive.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The Liveable Neighbourhood programme is being funded by the Freshfield Foundation as part of a Liverpool City Region wide programme. The funding has been given directly to Sustrans by the Freshfield Foundation and is not funding directly received by the Council.
- 4.2 There is no direct cost to the council for Sustrans to undertake the community engagement, co-development and design of the Liveable Neighbourhood Programme in Bebington, or for the production of a business case. By accepting the offer of support from Sustrans the Council is receiving specialist

behaviour change and technical/engineering design and advice at no cost, which would have a financial value if the Council wished to procure directly.

- 4.3 The proposal does not include any capital funding for delivery of permanent infrastructure – any further funding applications to implement a scheme would be subject to a separate report to members.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act and the Traffic Management Act 2004. Any project trials delivered as part of the programme would require technical approval the Interim Assistant Director – Highways & Infrastructure to ensure these statutory duties were complied with.

6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS

- 6.1 The project will be governed by a joint project team be led by the Sustrans team and involving officers from the LCRCA. Existing staff resources across both Neighbourhood Services and Regeneration and Place Directorate will support the project.
- 6.2 Sustrans shall act as the data controller for the scheme, Officers will support the draft of the Data Protection Impact Assessment, privacy statement and data sharing agreement. The Council and Sustrans will agree on preferred data sharing requirements and Wirral Council will provide Sustrans with data handling security protocols prior to sharing.

7.0 RELEVANT RISKS

- 7.1 Failure to accept the offer of support from Sustrans to develop the Liveable Neighbourhoods programme could be considered as failure to support the delivery of the priorities of the LCRCA and have reputational impact on Wirral and the LCR. Consequently, this could impact on future funding decisions and awards.
- 7.2 Government objectives set out in 'Gear Change', the Department of Transport (DfT) strategy and policy document for active travel released in July 2020 set out that the DfT's vision for cycling and walking to 'revolutionise active travel' and as part of that the Government ambition is that *"there will be less rat-running and many more low-traffic neighbourhoods"*. Failure to adhere to the Gear Change strategy and associated technical guidance LTN1/20 may result in the Council failing to meet the standards set by the soon to be established Active Travel England body. This new body will assess Wirral's performance with respect to sustainable travel outcomes, particularly cycling and walking and this will be taken into account when considering further funding allocations.

- 7.3 Failure to secure participation and support from the local community and stakeholders. Sustrans are experienced in the delivery of similar successful projects. Using this experience proposals will be co-developed with local stakeholders including ward members, local residents, business and schools. Proposals may not be unanimously received however co-development should minimise this and all stakeholders will have the opportunity to play an active role in identification of issues and scheme development. Prior to implementation of any permanent measures further consultation would be undertaken and some of the proposals may also be subject to the requirement of a Traffic Regulation Order(s), and delivery may be dependent on resolving objections to proposals during consultation.
- 7.4 There are no financial risks to the authority with this stage of the project as funding to co-develop and design is provided by the Freshfield Foundation.
- 7.5 Undertaking the community engagement stage, project design and business case development may lead to raising the expectations of local residents and stakeholders as there is not guarantee of future funding. However, it is considered that by undertaking this advance consultation and project development that this would result in any future funding bid having a high chance of success and Government and the LCRCA place a considerable amount of emphasis in assessing funding applications on deliverability. Projects which have been highly developed generally stand a much better chance of success.
- 7.6 Participation in the scheme may have a negative impact on local businesses. Evidence shows that making changes that are good for walking and cycling are also good for local businesses. Local people who walk and cycle spend more in local shops than those who drive as they visit more often and cumulatively spend more.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Bebington Ward Councillors were invited to a briefing session with Sustrans on 4th August 2021. The slides from this presentation are included as Appendix 3.
- 8.2 Further consultations will be undertaken in accordance with the following guiding principles:
- 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.

- 8.3 The Wirral Active Travel Forum is a formally constituted group which meets quarterly with interested public and private organisations and individuals, to support active travel as a simple, low cost and effective way for people to access life opportunities whilst increasing levels of physical activity in their day to day life. Membership of this group is open to all and the forum will continue to be engaged as this project develops.
- 8.4 Members will recall at their meeting on the 4th March 2021 it was agreed to establish an Active Travel Working Group to support the work of this committee. The newly formed Active Travel Members Working Group will also be engaged as these project develops.
- 8.5 There are 5 main opportunities for stakeholders to engage as part of the Liveable Neighbourhood project:
- 1) Initially the project team run an online and face to face community engagement to identify the issues people face in the area
 - 2) Once this data is collected, through a series of workshops the community are asked how they would like to see these issues solved.
 - 3) A summary of the consultation and design process and the plans for the liveable neighbourhood trial are then sent to every residential and business property in the area before a trial commences.
 - 4) People are able to comment on the plans through the online engagement tool and via email and ask questions ahead of the trial.
 - 5) The resulting designed scheme are to be trialled for a minimum of 6 months. This trial will also act as a consultation period. At the end of the trial the Council will produce a consultation report detailing how the trial has been received by the community along with any changes to the design as a result of the feedback.
 - 6) If there are any major changes from the trialled scheme to the design of the permanent scheme these elements will also be consulted on before implementation. This will include statutory consultation in line with the Council's constitution as required.
- 8.6 Stakeholder mapping will be undertaken at multiple levels e.g. strategic (elected members) to local (seldom heard voices). Sustrans will work closely with the council to identify local stakeholders, Voluntary, Community and Social Enterprise (VCSE) sector groups, organisations and community leaders, and use these connections to reach the people that they engage with. There will be an emphasis on reaching marginalised sections of communities.

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. Whilst there are no equality implications arising from this report, the associated actions arising from the project may need to assess any equality issues and mitigate any negative impact that may emerge.
- 9.3 The Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act. The Director of Regeneration and Place recognises that this decision may have an impact on those who would wish to access certain locations by motor vehicle and other modes of transport. Where applicable details of any restrictions and alternative routes would be published and an equality impact assessment would be undertaken. An example EIA from work Sustrans have undertaken elsewhere has been attached as Appendix 4.
- 9.4 Sustrans are continually developing new and innovative ways to engage with communities during Covid-19, however they recognise that the need for meaningful face to face engagement to reach seldom heard voices cannot be replaced by digital methods alone. Sustrans have a suite of interventions that can be adapted to varying levels of lockdown and would seek to work with Wirral teams at the earliest opportunity to find mutually agreeable solutions.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The project will enable increased numbers of journeys to be undertaken by sustainable modes, therefore reducing resident's reliance on the private car and reducing carbon emissions. Increasing cycling and walking will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle instead of private car harmful emissions will be reduced. Promoting active travel can result in reduced emissions of Nitrogen Dioxide (NO₂), particulate matter (PM) and CO₂ helping to tackle climate change and improve air quality.
- 10.2 Gear Change identifies that mode shift to active transport is one of the most cost effective ways of reducing transport emissions and that meeting the targets to double cycling and increasing walking would lead to savings of £567million annually from air quality alone and prevent 8,300 premature deaths each year and provide opportunities to improve green spaces and biodiversity.

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APPENDICES

Appendix A: Wirral Liveable Neighbourhood Area Scoping Report

Appendix B: Wirral Schools Scoping Summary

Appendix C: Presentation to Bebington ward members

Appendix D: Example EIA for Lambeth Council

BACKGROUND PAPERS

Gear Change Plan for Cycling and Walking – Department for Transport July 2020

<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

Gear Change Plan One Year One– Department for Transport July 2021

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1007815/gear-change-one-year-on.pdf

Cycling Infrastructure Design Local Transport Note 1/20

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

Sustrans Bike Life Report Liverpool City Region

<https://www.sustrans.org.uk/bike-life/bike-life-liverpool-city-region/>

Wirral Liveable Streets Consultation Summer 2020

<https://wirralliveablestreets.commonplace.is/comments/5ee10851c9dc0f515e52f007>

Sustrans report November 2019

[Common misconceptions about active travel investment - Sustrans.org.uk](https://www.sustrans.org.uk/common-misconceptions-about-active-travel-investment)

Waltham Forest – Mini Holland Design Guide

[untitled \(enjoywalthamforest.co.uk\)](https://www.enjoywalthamforest.co.uk/)

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
None	

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Wirral Liveable Neighbourhood

Area Selection Report



June 2021

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Executive Summary

LCRCA, in partnership with Sustrans, have secured an initial £2.2m revenue funding from the Freshfield Foundation, to develop an LCR wide Liveable Neighbourhood programme.

During the three-year programme we will use our collaborative discovery, develop and design model to engage and work with local residents and districts. Working together we will design exemplar neighbourhoods that respond to local issues, creating healthier and safer places for people to live, work and play.

The main objectives of the programme are to:

- Create high-quality public spaces that prioritise people over cars
- Encourage more people to take journeys on foot, cycle or other active transport modes, reducing their carbon footprint
- Create low-traffic areas and remove rat running
- Provide opportunities for better social connections, thriving local economies and more sustainable living
- Give people the say in the design of their streets and foster more active and empowered communities

This report summarises Sustrans' scoping methodology and results for the 4 most suitable areas from an original list of 13 supplied by Wirral Metropolitan Borough Council and includes recommendations for Wirral to consider in choosing the final Liveable Neighbourhood location. This is initial desk based research to inform area selection decisions at this stage. Once the area is selected, site visits and in-depth scoping work will enable more detailed analysis.

Area selection methodology

Wirral identified 13 potential areas that could benefit from the Liveable Neighbourhoods programme (see appendix A). Using Sustrans' selection and prioritisation criteria and data mapping using GIS, (table 1) each of the areas, were investigated for suitability and impact and the results provided for further scrutiny with Wirral Metropolitan Borough Council.

Through a process of elimination using Wirral officer knowledge during Area Selection Workshop (22/01/2021), Wirral Borough Metropolitan Council provided further insight into each of the project areas leading to the selection 4 final areas (**Table 1**), each of which were given further analysis to look at school suitability and the types of business located in the area.

Table 1: Area selection criteria

Population density and land use	Internal road network	Boundary road viability
Considers population density within the area as well as it's relation to and ease of access of local facilities and services.	Considers permeability within the identified area and the likelihood of rat running.	It is important that the identified boundary roads can handle the potential (albeit limited) increases in traffic which may occur.
Deprivation	Percentage of households without a car	Killed or seriously Injured and road incidents
Key project aims to deliver benefits for more deprived areas to address transport equity. High levels of multiple deprivation are likely to be reflected by poor health and living environment.	Essential to identify if the project is to deliver greater transport equity and reduce car dependency/poverty.	Reflection on notable issues around road safety that the project can address.
Additional considerations		
<ul style="list-style-type: none">• Known political support• Known / anticipated local support• School suitability• Business types• Previous consultations & existing safety interventions (20mph zones, traffic calming etc.)• Pipeline capital funding		

Results of final area selections

Analysis of all 13 potential areas highlighted Birkenhead, Claughton, Bebington and The Breck as the areas likely to have the highest level of impact and deliverability. **Table 2** summarises the data collection and associated scoring for key selection criteria critical to impact and delivery, and **Table 3** shows the traffic incidents per square mile for each of the 4 final areas.

Table 2: Area scoring

	Birkenhead	Claughton	Bebington	The Breck
Population density and land use – schools / shops and services within easy walking distance 0 = very low; 1 = low; 2 = fair; 3 = high; 4 = very high	3	3	3	3
Internal Road Network – Permeability / Likely levels of rat-running 0 = low permeability; 1 = semi-permeable; 2 = high permeability	2	2	2	1
Boundary road suitability 0 = low; 1 = acceptable; 2 = good	2	2	2	2
Index of Multiple Deprivation 1 = low; 2 = medium; 3 = high	3	3	2	2
HH's without a car 1 = very low; 2 = low; 3 = medium; 4 = high	4	4	2	1
Overall score	14	14	11	9

Table 3 Road Traffic incidents

	Birkenhead	Claughton	Bebington	The Breck
Road incidents within boundary 2005 – 2018 per square km	90	44	21	28
Road incidents along boundary roads 2005 – 2018 per square km	721	808	351	742

Additional considerations

Schools

Further analysis of schools was undertaken in each area. Early and meaningful school engagement is an integral part of the programme as they provide excellent links to the wider community, generally generate high volumes of traffic in neighbourhood areas and provide a good opportunity for mode shift and safety improvements (ideally we would work with up to 6 schools in each area where possible – schools within the boundary area are preferable).

Table 4: School analysis (See appendix B for schools scoping report)

	Birkenhead	Claughton	Bebington	The Breck
Number of schools and colleges in boundary	4	2	8	0
Schools and colleges outside boundary within workable distance	4	2	2	5
Schools and colleges with main access from boundary road only	1	3	1	1
Schools and colleges on the boundary with access from internal road network	0	0	1	0
Schools scoring (see appendix B for scoring breakdown for each area)	5	1	7	2

See appendix B for a review of the schools within and surrounding each area, the potential to work with each of the schools as part of the schools neighbourhoods and liveable neighbourhoods projects given location, street environment and age of pupils.

Businesses

Businesses are also a key consultee on neighbourhood schemes so our analysis concentrates on the types of businesses in each area in order to gain an overview of the impact on delivery of the number, type and location of businesses within the area.

Table 5 provides a guide to the numbers of community and leisure services, medical facilities, office, industrial and retail businesses in each of the areas. For detailed information and a

map of the buildings make up for each of the areas and the split of types of addresses within and on the boundary edge see Appendix C summary of building use in the proposed areas.

Businesses are key stakeholders in the development of the Liveable Neighbourhood project. It is important to ensure the specific needs of businesses, in terms of loading and deliveries, are addressed in any proposed designs and that the business community feels listened to and included in the design process. Businesses concerned about the implications of reducing or changing traffic movements on their business or the perceived need for customer and staff parking can become fierce opponents to a potential scheme. The challenges brought about by Covid 19 could understandably heighten concerns.

Access to local shops, facilities and services within walking distance can enable more people to change to walking or cycling more of their journeys instead of driving.

Table 5: Building Use

	Birkenhead	Claughton	Bebington	The Breck
Total residential	2474	2316	2379	1343
Non-residential: Community services	15	10	8	3
Non-residential: Medical	2	4	2	1
Non-residential: Leisure	7	3	14	2
Non-residential: Office	111	36	6	4
Non-residential: Industrial	127	7	4	2
Non-residential: Retail	114	94	76	32
Total non-residential	376	154	110	44

Ideally a Liveable Neighbourhood should have a good ratio of community services and medical, leisure and retail properties to residential properties to ensure that the majority of local services are within walking distance of the neighbourhood boundry. Higher ratios of industrial and office properties can be less desirable due to greater reliance on loading and occupancy, however location of these properties in relation to residential streets needs to be taken into account.

Community Groups and Networks

The level of community activism in each of the four proposed project areas varies.

Initial investigation has involved desk top research; looking at the community groups involved in traffic, air pollution, walking, cycling, greening, place making and youth organisations in each of the areas. The next steps involve engaging directly with local groups and organisations to build a clearer picture of local community networks.

Political Support

As WMBC's process dictates the need to go through committee before making any approaches to councillors, political support for Liveable Neighbourhood interventions is so far unclear. We recommend that WMBC organise a members briefing for relevant councillors when the final area selection has been made. During this briefing, Sustrans will explain the project and intended outcomes and invite councillors to comment on their support.

Individual area analysis

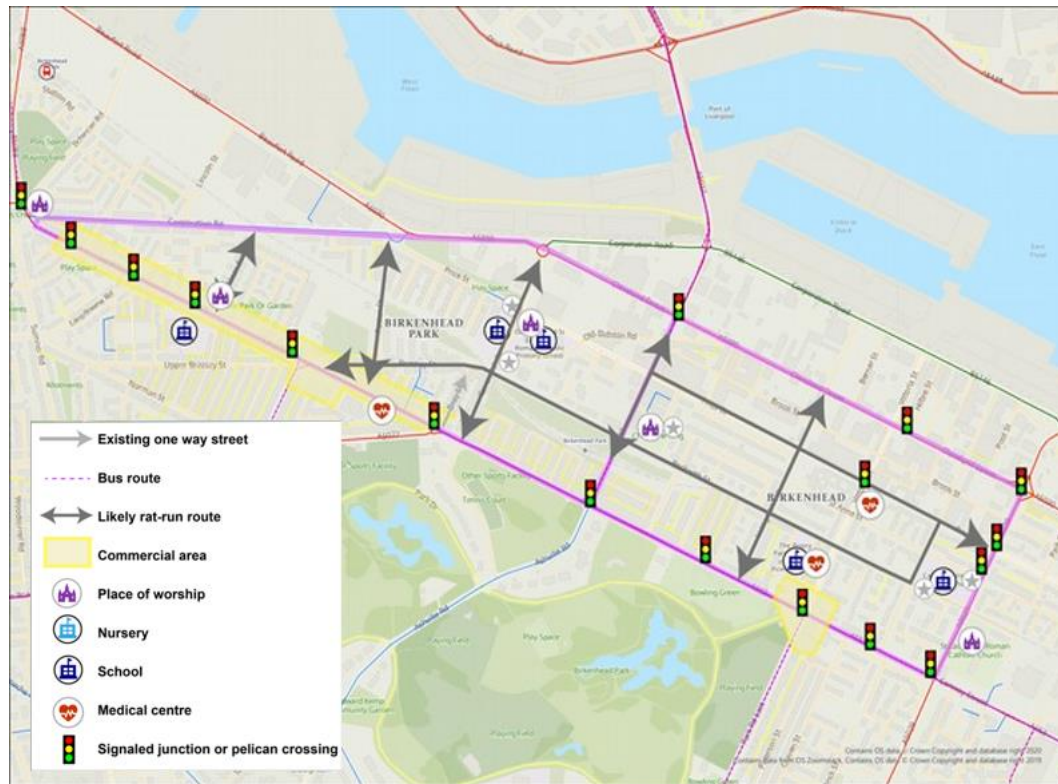
Table 6 summarises the individual overall score for each area. The additional strengths and weaknesses of each of the 4 areas are further summarised below.

Table 6: Final analysis

	Birkenhead	Bebington	Claughton	The Breck
Initial area criteria scoring	14	11	14	9
Schools scoring	5	7	1	2
Complimentary pipeline funding	1 (*)	2	2	1
FINAL COMPARATIVE SCORING	20	20	17	12

* reduced in consideration of Birkenhead 2040 framework planning

Birkenhead



Pros:

- Boundary comprises of classified 'A' roads
- Very high levels of deprivation and very low levels of car ownership
- Located directly adjacent to the town centre and the Wirral Docks
- High number of rat-running routes to bypass signalled junctions
- The large number of commercial and light industrial units are confined to the north side of the project area

Cons:

- Birkenhead regeneration plans are likely to clash with the Liveable Neighbourhoods timeframes with the risk of separate non complimentary schemes being developed at the same time. Due to this complication we would advise that the Birkenhead scheme should be reviewed again once the Birkenhead 2040 framework vision is established
- The size and geography of Birkenheads road layout is complex which may lead to more contentious interventions.

Comments from Wirral Council Highways team:

- This area covers a mixture of residential and commercial developments and is also on the boundary of the Wirral Waters Regeneration project

- Long standing issues along Harcourt Street with concerns raised about traffic re-routing along here to avoid Duke Street/Park Rd North jct. Traffic calming to be introduced here later this month
- Boundary identified benefits from being in close proximity to Claughton Rd zone
- Issues on Laird St near bus depot access.

Community Groups and Networks

HYPE (Helping Young People Everywhere) is active in the Birkenhead area, they run a number of initiatives to engage young people with their community. For example, a bike recycling project, a T room south of the project area and Vibrant Schools a project to teach children about healthy eating and growing their own food.

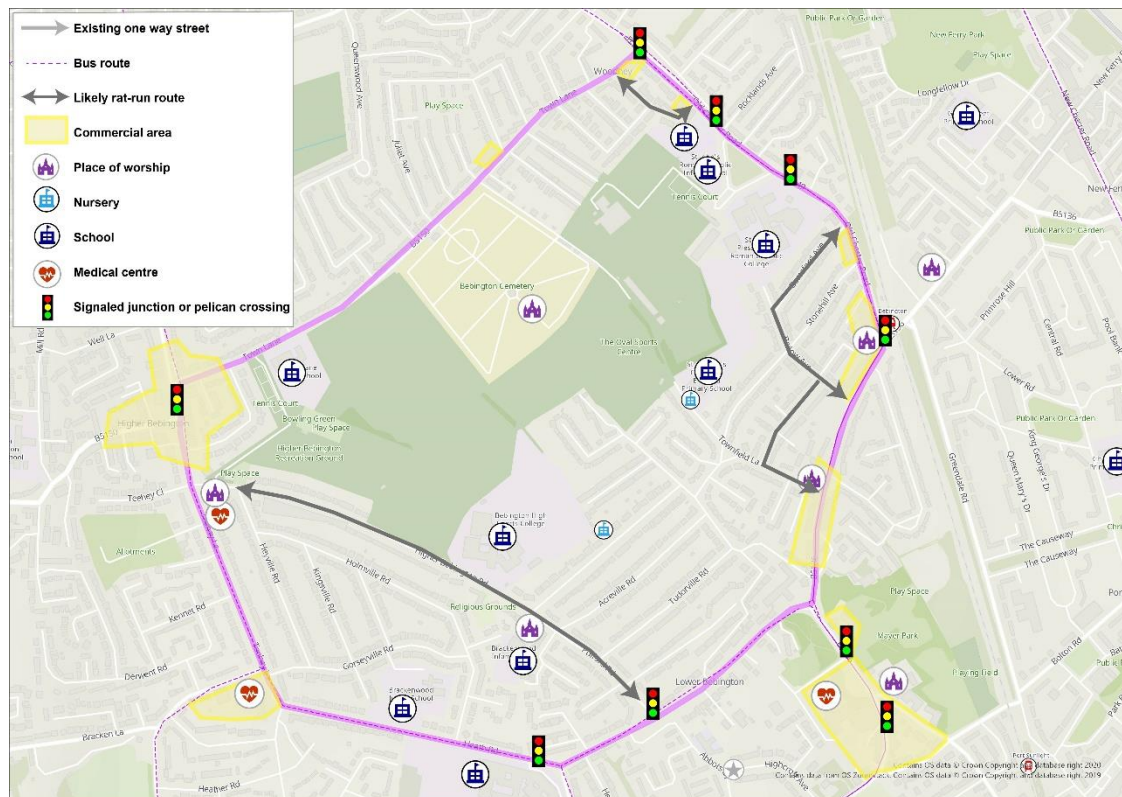
Ed Lamb who is a Liverpool City Region Active Travel Forum regular, has set up Rethinknow CIC (rethinknow.uk) with Tanya Leary and Ewan Wilkinson. After posting a film of his children cycling to school on social media, @edwardlamb has led to a community project on air quality around the school gates. Rethinknow engages Wirral communities with podcasts about local travel, climate change and parenting. A Climate Change Workshops project with Wirral Metropolitan Borough Council to explain the current climate emergency to Wirral residents is one of their recent projects.

Involve Northwest offers employment support, welfare and benefits advice to people on the Wirral. They empower local people and enable them to become active members of their community mostly on the east side of the Wirral.

Grow Wellbeing operates in Birkenhead and promotes holistic wellbeing through Forest school, horticulture, play and learning. They run sessions for local people in schools and nurseries to help them connect with the natural environment.

A number of bike projects operate in nearby Birkenhead Park to teach people how to ride in the safety of a park, they then progress to riding in a group situation out of the park. The groups have been set up by Sustrans, Cycling Projects and Cycling UK and now operate on their own out of the containers in the park.

Bebington



Pros:

- Known long running localised rat-running issues
- Very large number of schools within and adjacent to the project area
- Good mix of land use including retail and leisure

Cons:

- Relatively affluent with high car ownership

Comments from Wirral Council Highways team:

- Local Ward Cllrs have raised issues regarding traffic re-routing through Stonehill Av, Beresford Av & Barlowe Av to avoid Old Chester Rd/Bebington Rd jct. ATCs recently deployed in area so vehicle flow and speed data available. Requests have been made to introduce widespread 20mph although there are doubts over effectiveness of such measures to address this issue
- Need to consider impact of school traffic using link roads between Acres Rd and Higher Bebington Rd/Pulford Avenue
- Previous objections raised by residents of High Bebington Road regarding introduction of traffic calming measures.

Community Groups and Networks

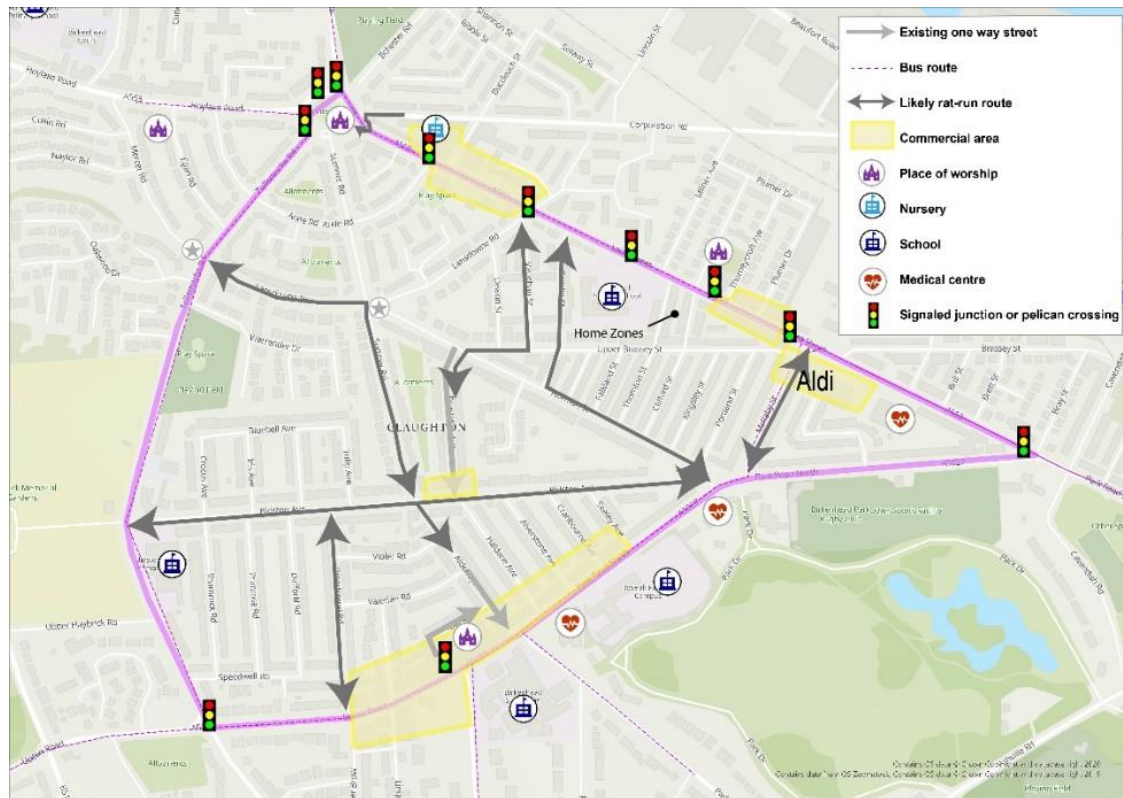
Wirral Unplugged operates in Bebington and seeks to unplug families from technology and create creative kids age 3 to 10. They've created the Fairy Troll Post, a free craft pack, weekly craft activity ideas aimed at connecting children with their local area.

Eco Church run at Christ Church Bebington encourages members of the community to adopt environmentally friendly lifestyle changes, they encourage wildlife on their land by green gardening practices.

Involve Northwest offers employment support, welfare and benefits advice to people on the Wirral. They empower local people and enable them to become active members of their community mostly on the east side of the Wirral.

Originally set up by Sustrans, Wirral Community Bike Hubs run a popular bike recycling project in Eastham, close to Bebington. They train mechanics in how to refurbish bikes, sell them at low prices at regular sales and teach children to ride at nearby Port Sunlight River Park.

Claughton



Pros:

- Generally very good boundary roads
- Lot's of existing traffic control infrastructure including one-way, filtering and home zones
- Very few businesses within the project area but lots along the boundary roads
- Very high levels of deprivation and very low levels of car ownership
- Approximately 400 metres from the Wirral Waters regeneration area.

Cons:

- All 4 local schools are located along the boundary road which could lead to worsened school access issues.

Comments from Wirral Council Highways team:

- Most of roads covered within this boundary already traffic calmed
- History of anti social / crime road safety issues to consider.

Community Groups and Networks

HYPE (Helping Young People Everywhere) is active in the area, they run a number of initiatives to engage young people with their community. For example, a bike recycling

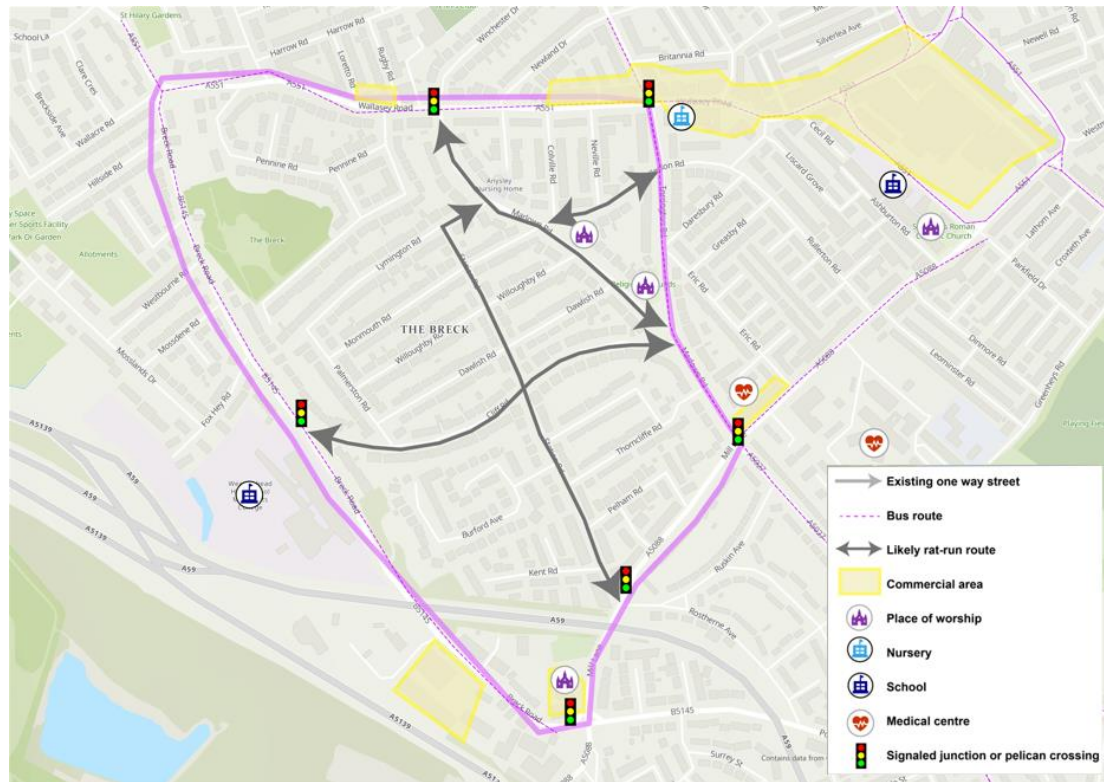
project, a T room south of the Claughton project area and Vibrant Schools a project to teach children about healthy eating and growing their own food.

Grow Wellbeing operates in Birkenhead and promotes holistic wellbeing through Forest school, horticulture, play and learning. They run sessions for local people in schools and nurseries to help them connect with the natural environment.

Involve Northwest offers employment support, welfare and benefits advice to people on the Wirral. They empower local people and enable them to become active members of their community mostly on the east side of the Wirral.

A number of bike projects operate in nearby Birkenhead Park to teach people how to ride in the safety of a park, they then progress to riding in a group situation out of the park. The groups have been set up by Sustrans, Cycling Projects and Cycling UK and now operate on their own out of the containers in the park.

The Breck



Pros:

- Adjacent to Wallasey town centre
- Know rat-running issues in the area
- Very few businesses operating within the boundary.

Cons:

- Project area expanded to the east or a two cell design could be an option. This would risk encouraging more traffic to pass through the one way system around the main shopping area
- Very high car ownership.

Comments from Wirral Council Highways team:

- Area of Station Rd/Cliff Rd already covered by 20mph speed limit restrictions. Currently no count data available to evidence compliance. Any traffic re-routing via Cliff Rd likely to be local traffic
- Temporary Road Closure currently in operation on Ashbuton Rd o/s St Albans Primary School to support social distancing
- Interface with Liscard masterplan needs to be considered
- Issues with traffic re-routing along Rullerton Rd to avoid Mill Lane/Marlowe Rd jct. Requirement to assess impact of nearby junctions

- Review traffic management measures along south westerly boundary line (Breck Rd near Weatherhead High School)
- Traffic survey data required to provide evidence of existing issues and help select preferred measures.

Community Groups and Networks

Involve Northwest offers employment support, welfare and benefits advice to people on the Wirral. They empower local people and enable them to become active members of their community mostly on the east side of the Wirral.

The local park provides focus for the community with rock climbing and views over the Wirral. The Friends of the Breck group work with the rangers to improve it for wildlife and the local community with their weekly Thursday volunteer tasks days.

Next steps

Sustrans' early analysis would suggest that both Bebington and Birkenhead Park are the natural choices for School Neighbourhood and Liveable Neighbourhood development, however we recommend that Birkenhead Park should be revisited at a later date to better align with the Birkenhead 2040 framework vision.

The final area selection will be made and owned by Wirral Metropolitan Borough Council's cross party active travel group. Sustrans recommends that the group consider the councils key strategic policy areas (safe access to schools and area wide regeneration) when making a final decision.

Once instructed on the final area selection, Sustrans will produce a detailed engagement plan and timeline of activity for discussion with Wirral at project inception. Sustrans will also work with Wirral to produce a joint comms strategy, discuss highways restrictions and asset adoption and liaise with appropriate teams for strategic links and business case submission.

Wirral Liveable Neighbourhood

Schools Scoping Report

Initial schools scoping work has focused on desktop research and analysis. Discussions with staff at each of the schools will be essential in shaping their involvement and the development of the overall schools neighbourhood programme.

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Birkenhead Park area

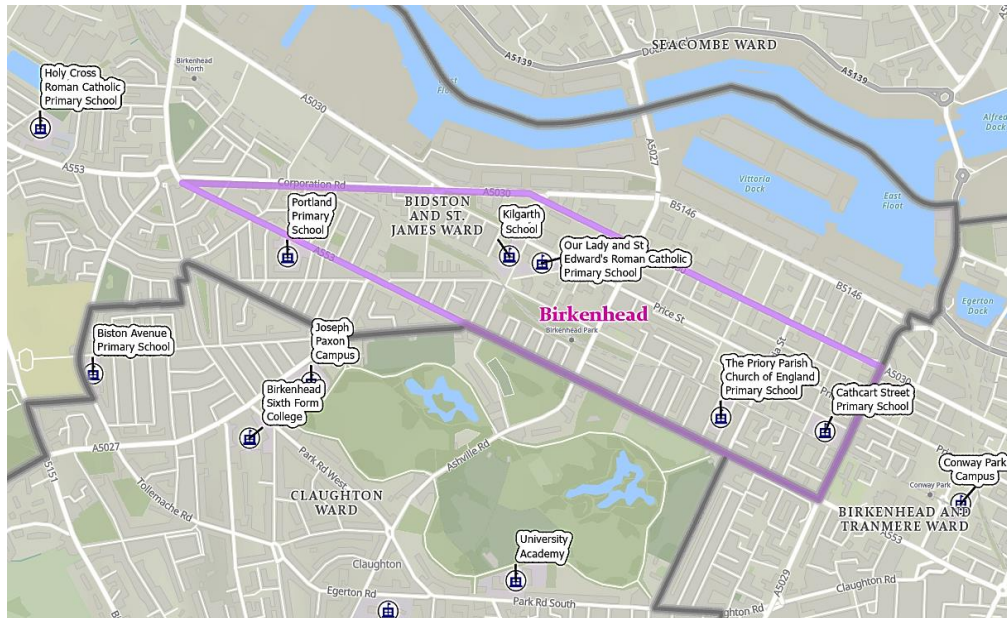


Figure 1. Schools in the Birkenhead Park project area

Schools for Consideration

Table 1. List of schools to be considered

Schools within project boundary	Schools outside boundary within workable distance	Work with this school?
Kilgarth School		Y
Our Lady and St Edward's Roman Catholic Primary School		Y
Cathcart Street Primary School		Y
The Priory Parish Church of England Primary School		Y
	Conway Park Campus, Wirral Met College	Y
	Joseph Paxton College (Wirral Hospital's School)	Y
	Birkenhead Sixth Form College	Y
	Co-op Academy Portland	Y

Table 2. Youth organisations

Youth organisation	Location
Wirral Multicultural Organisation	111 Conway Street Birkenhead Wirral Merseyside, CH41 4AF
Wirral Change	St Laurence's School, St Laurence Dr, Birkenhead CH41 3JD
The Hive Wirral Youth Zone	Bright St, Birkenhead CH41 4EA

1. Schools within boundary

Kilgarth School, Community Special School

51 pupils aged 11 - 16

Caters for children with learning difficulties. Children are admitted from across the Wirral, from a wide mix of socio economic backgrounds. Entrance is on Cavendish Street.

Recommend that we discuss with the school how best we work with them. Given the large catchment area and special travel requirements of the majority of pupils, we would need to evolve new approaches and materials. Working with pupils and parents of children at the school we can gain a better understanding of the accessibility needs of families with children with disabilities in attending school and the local area.

There is a cluster of RTAs at the junction of Cavendish Street and Brassey Street.

Road safety very relevant here as the same RTA cluster as mentioned above is close to this school's gate. School Street is not likely to be possible here due to pupil catchment.

Head teacher - Ms Jane Westlake

Our Lady and St Edward's Roman Catholic Primary School

469 pupils aged 3 - 11

Would recommend we prioritise work with KS2 at this school. Big Street Survey and design workshops are both highly relevant as many families here will live inside project area and so children will have good local knowledge.

The school entrance has two entrances, Price Street, a main road and Old Bidston Street, which is filtered at one end. There is high potential for a School Street closure here as only one end would need to be blocked off in the morning drop off and the afternoon pick up.

As there is a cluster of RTAs at the junction of Cavendish Street and Brassey Street a school street could improve the safety of children in approach to the school. There is a cluster of serious road traffic accidents on two boundary roads, Park Road North and Cleveland Street.

Head teacher – Mrs Elaine McGunigall

Cathcart Street Primary School

223 pupils aged 2 – 11

Would recommend that we prioritise work with KS2 at this school. Big Street Survey and design workshops linked to the liveable neighbourhood are both highly relevant as many families here will live inside project area and so children will have good local knowledge.

Low potential for School Street closures here as the school entrance is already on a filtered road, Dover Road off Cathcart Street.

There is a cluster of serious RTAs on A5029 project boundary as well as on both Park Road North and Cleveland Street project boundaries. Cluster of RTAs at the junctions with Cathcart Street and Price Street.

Head teacher – Mrs Deborah Richards

The Priory Parish Church of England Primary School

203 pupils aged 2 – 11

Would recommend we prioritise work with KS2 at this school, which is important to the project due to location. Big Street Survey and design workshops linked to the liveable neighbourhood both highly relevant as many families here will live inside project area and so children will have good local knowledge.

Good potential for School Street closures here.

There is a small cluster of RTAs along Park Road North project boundary and a serious RTA at junction with Beckwith Street and Trinity Street.

Head teacher - Mr Greg Edwards

2. Schools outside boundary

Conway Park Campus – Wirral Met College

Approximately 1,800 students aged 16 – 19

457 metres from the project boundary

Road safety is relevant here as there are road traffic accident clusters on the main roads leading to the college on Conway Street near the junction with Europa Boulevard. There have been two fatal accidents. There is no parking at the college before 3.45pm. The college is next to Conway Park Station.

A School Street is not appropriate for the age range or for the street context. Students are likely to travel here from outside the area, so local knowledge cannot be assumed. Sustrans could explore ways to link to Art & Design A' levels and Btec vocational programmes here as well as Construction and the Built Environment.

Head teacher – Mrs Sue Higginson

Joseph Paxton College (Wirral Hospital Schools)

80 pupils age 11-17.

619 metres from project boundary

The school caters for children who are unable to attend mainstream school.

Recommend that we approach this school and discuss how we can work with them. The school offers full-time education to students aged 11-17, key stage 3 and 4. Admissions are for young people with mental and physical problems including anxiety, depression, self-harm, eating disorders, chronic fatigue syndrome, sometimes alongside social and communication difficulties and autism spectrum conditions. If we did work here we would need to adopt new approaches and materials. This would be a great challenge for Sustrans.

The main entrance is on Park Road North. A School Street is not appropriate for the age range at this school and the possible special travel requirements of the majority of pupils. The school has a large catchment area of the whole of the Wirral, so students are more likely to arrive by car.

There is a cluster of RTAs on Park Road North and on Park Road West near the project boundary.

Head teacher – Mr P Arrowsmith

Birkenhead Sixth Form College

1400 students aged 16 – 18

94 metres from project boundary

Road safety is relevant here as there are road traffic accident clusters on the main roads leading to the college including Upton Road, Park Road North and the road the college is on Park Road West. A School Street is not appropriate for the age range or for the street context. Students are likely to travel here from outside the area, so local knowledge cannot be assumed. Sustrans could explore ways to link to Geography and Art & Design A' levels and Btec vocational programmes here in order to reach a larger number of students. There is a cluster of serious RTAs on Park Road North Project boundary and Park Road West. The college has entrances on both roads.

Head teacher - Mr Mike Kilbride

Co-op Academy Portland (Formerly Portland Primary School)

176 pupils aged 3-11

10 metres from project boundary

Would recommend we prioritise work with KS2 at this school. Big Street Survey and design workshops linked to the liveable neighbourhood both highly relevant as many families here will live inside project area and so children will have good local knowledge.

Low potential for School Street closures here as the entrance is on a project boundary road Laird Street, which is also a busy main road on a bus route. There is a "Home Zone" network of streets leading to the school with modal filters to restrict traffic to residents and priority is given to walking and cycling.

There is a cluster of RTAs on Laird Road near to the school entrance.

Head teacher – Mrs Peace

Bebington area

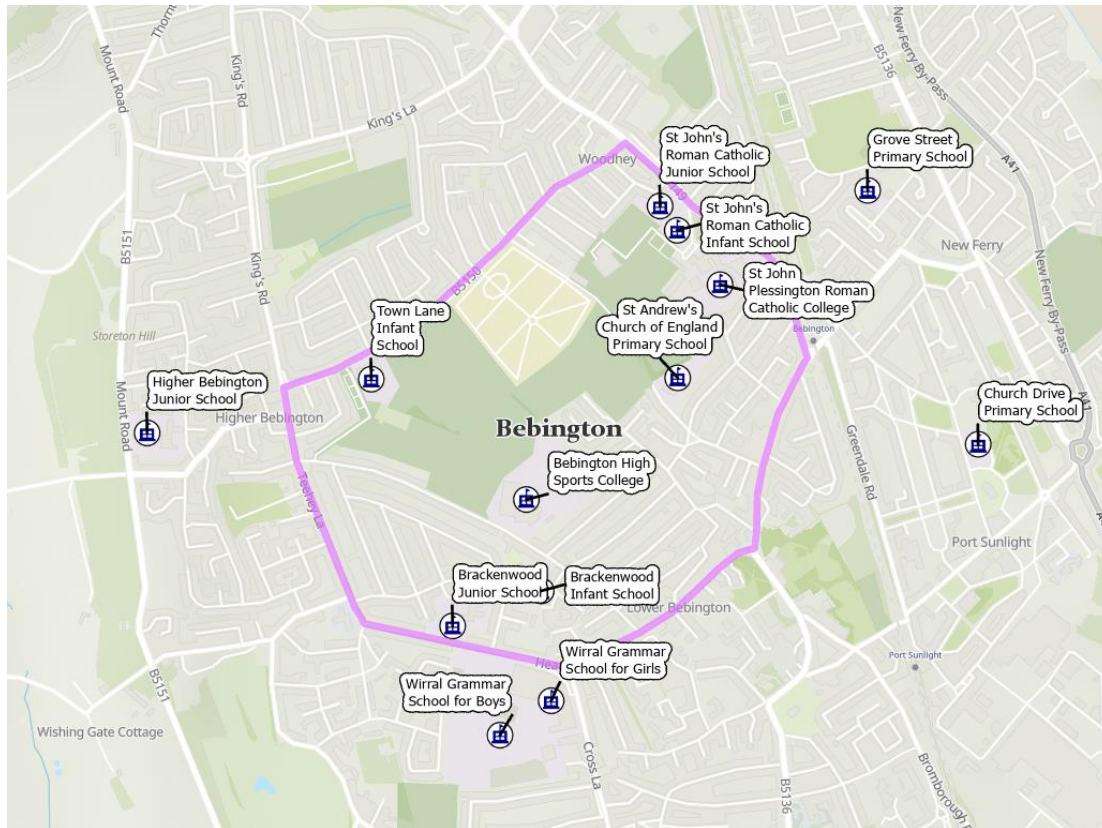


Figure 23. Schools in the Bebington area

Schools for Consideration

Table 35. List of schools to be considered

Schools within project boundary	Schools outside boundary within workable distance	Work with this school?
Town Lane Infant School		Y
St John's Roman Catholic Junior School		Y
St John's Roman Catholic Infant School		Y
St John Plessington Roman Catholic College		Y
St Andrew's Church of England Primary School		Y
Bebington High Sports College		Y
Brackenwood Junior School		Y
Brackenwood Infant School		Y
	Wirral Grammar School for Girls	Y
	Wirral Grammar School for Boys	Y

Table 46. Youth organisations

Youth organisation	Location
Higher Bebington Juniors Football Club	25 Woodburn Blvd, Bebington, Wirral CH63 8NG

1. Schools within boundary

Town Lane Infant School

356 pupils age 3 – 7

Main entrance on Town Lane, a residential street. They could have parking and traffic problems especially during drop off pick up time. There are traffic calming measures for example speed cushions on Town Lane outside school.

Would recommend we prioritise work with KS1 at this school. A tailored version of the Big Street Survey and design workshops could be worked into the Forest School lessons here. Many families here will live inside the project area and children although very young will have good local knowledge. Behaviour change activities would work well at an infant school.

Low potential for School Street closures here as Town Lane is on a bus route and a main route to Bebington.

There is a cluster of RTAs at the junction of Town Lane and Kings Road near the shops.

Head teacher – Kate Large

St John's Roman Catholic Junior School

249 pupils age 7 – 11

Main entrance on Old Chester Road, not good potential for School Street as it is a busy main road with a bus route leading to Port Sunlight and Birkenhead. Subjects: Geography, Art, PE.

Would recommend we prioritise work with KS2 at this school, which is important to the project due to location. Big Street Survey and design workshops linked to LN project both highly relevant as many families here will live inside project area and so children will have good local knowledge.

There is a cluster of RTAs along Old Chester Road and at the junctions with other roads.

Head teacher – Mrs Elaine Mullins

St John's Roman Catholic Infant School

230 pupils age 3 – 7

The school entrance is off Chester Old Road on a one way street, not on a bus route. The school neighbours the popular Oval Leisure Centre and athletics track, a high school and junior school. With large traffic volumes on the busy main road there is low potential for a school street here.

Would recommend we prioritise work with KS1 at this school, which is important to the project due to location. A tailored version of the Big Street Survey and design workshops could be work at this school. Many families here will live inside the project area and children although very young will have good local knowledge.

There are road traffic accidents at the junctions of the roads leading to the school.

Head teacher – Mrs M S Bulmer

St John Plessington Roman Catholic College

1570 pupils age 11 – 18

One entrance on Old Chester Road, another on a side road leading to the busy Oval Leisure Centre and Athletics track. This school and the previous two are on the same road, very close to each other. Low potential for School Street here as the Athletics track and swimming pool draw large numbers of visitors using the road to access the large car park.

Would recommend we prioritise work with year 7 at this school the Big Street Survey and design workshops linked to the LN project both highly relevant as many pupils will have good local knowledge as they live inside and travel through project area. Sustrans could explore ways to link to Geography and Art & Design A' levels here in order to reach a larger number of students.

Their Sixth Form Course information guide recommends Travel Routes to the College via bus, train and car. There is a traffic free route to the school via the park to the rear of the Oval track.

There have been road traffic accidents at the junctions of the roads leading to the school.

Head teacher – Ms Maria Sharratt

St Andrew's Church of England Primary School

212 pupils aged 4 – 11

Main entrance on Townfield Lane, residential road, leads to a public footpath through the park. Good potential for School Street as it is on a dead end and it is not on a bus route, there have been no reported traffic incidents near the school.

Would recommend we prioritise work with KS2 at this school, which is important to the project due to location. Big Street Survey and design workshops linked to the LN project both highly relevant as many families here will live inside project area and so children will have good local knowledge.

Head teacher – Mrs A Lamkin

Bebington High Sports College (Co-op Academy Bebington)

997 pupils age 11-18

Main entrance on Higher Bebington Road, it can also be accessed from the neighbouring park leading to the Bebington Oval leisure centre.

Would recommend we prioritise work with year 7 at this school. The Big Street Survey and design workshops linked to the LN project would both be relevant as many pupils will have good local knowledge as they live inside and travel through project area. Sustrans could explore ways to link to Geography and Art & Design A' levels here in order to reach the older students.

There are RTAs all along Bebington High Road outside the school.

Head teacher - Ms. Catherine Kelly

Brackenwood Junior School (converted to Academy status 2021)

242 Pupils aged 7 – 11

Would recommend we prioritise work with KS2 at this school. Big Street Survey and design workshops both highly relevant as many families here will live inside project area and so children will have good local knowledge.

Good potential for School Street closures here as the main entrance on Norbury Road is not a main road. The school is on the boundary road but has an entrance off the boundary road.

The residential roads surrounding the schools have had a number of RTA's including one fatality.

Head teacher - Mr C Holmes

Brackenwood Infant School

176 pupils age 5 - 7

Would recommend we prioritise work with KS1 at this school, which is important to the project due to location. A tailored version of the Big Street Survey and design workshops could work for this school. Many families here will live inside the project area and children although very young will have good local knowledge. The school is doing WOW with Living streets so they are already reinforcing the active travel messages and will be doing behaviour change activities which work well at an infant school.

Good potential for School Street closures here as the main entrance is on Pulford Road. There is also a park nearby, a traffic free route to the school.

There are a number of road traffic accidents recorded near the school including one fatality.

Head teacher - Mr C Mervyn

2. Schools outside boundary

Wirral Grammar School for Girls

1183 pupils age 11 - 18

72 metres outside project boundary

Main entrance on Heath Lane on a bus route to New Ferry, Port Sunlight and Bebington.

Would recommend we prioritise work with year 7 at this school the Big Street Survey and design workshops both highly relevant as many pupils will have good local knowledge as they live inside and travel through project area which is close to the school. Sustrans could explore ways to link to Geography and Art & Design A' levels here in order to reach the older students.

There is a small cluster of RTAs at the junction of Heath Lane and Cross Lane leading to the school.

Head Teacher – Mrs E Cogan

Wirral Grammar School for Boys

1058 pupils age 11 - 18

170 metres outside project boundary

Main entrance on Cross Lane on a bus route.

Would recommend we prioritise work with year 7 at this school the Big Street Survey and design workshops both highly relevant as many pupils will have good local knowledge as they live inside and travel through project area which is close to the school. Sustrans could explore ways to link to Geography and Art & Design A' levels here in order to reach the older students. There is an enrichment programme in 6th form which Sustrans could link into. For example, the school offers Duke of Edinburgh awards and opportunities for community service and volunteering.

There is a small cluster of road traffic accidents at the junction of Heath Lane and Cross Lane leading to the school

Head teacher – Mr Simon Ascroft

Claughton area

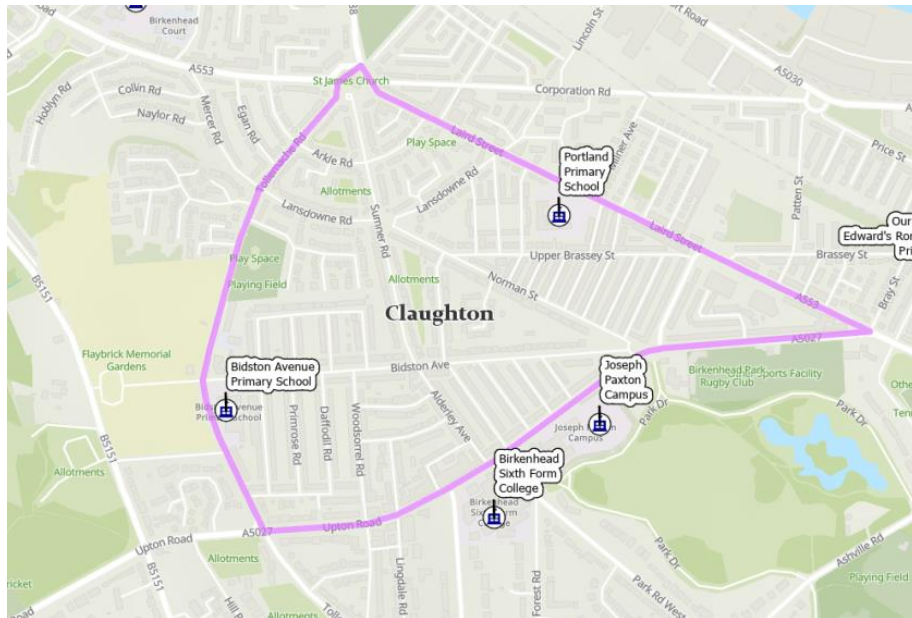


Figure 32. Schools in the Claughton area

Schools for Consideration

Table 53. List of schools to be considered

Schools within project boundary	Schools outside boundary within workable distance	Work with this school?
Co-op Academy Portland		Y
Bidston Avenue Primary School		Y
	Joseph Paxton College (Wirral Hospitals School)	Y
	Birkenhead Sixth Form College	Y

Table 64. Youth organisations

Youth organisation	Location
Community Action Wirral	The Lauries, 142 Claughton Road, Birkenhead, Ch41 6EY
Wirral Change	St Laurence's School, St Laurence Dr, Birkenhead CH41 3JD
The Hive Wirral Youth Zone	Bright St, Birkenhead CH41 4EA

1. Schools within boundary

Co-op Academy Portland (Formerly Portland Primary School)

160 pupils aged 3-11

Would recommend we prioritise work with KS2 at this school. The Big Street Survey and design workshops linked to the liveable neighbourhood both highly relevant as many families here will live inside project area and so children will have good local knowledge.

Low potential for School Street closures here as the entrance is on a project boundary road Laird Street, which is also a busy main road on a bus route. There is a “Home Zone” network of streets leading to the school with modal filters to restrict traffic to residents and priority is given to walking and cycling.

There is a cluster of RTAs on Laird Road near to the school.

Head teacher – Mrs Peace

Bidston Avenue Primary School

420 pupils aged 4 – 11

Would recommend we prioritise work with KS2 at this school. The Big Street Survey and design workshops linked to the liveable neighbourhood both highly relevant as many families here will live inside project area and so children will have good local knowledge.

There is a cluster of accidents near the entrance to the school at the junction of Tollemache Road and Upper Flaybrick Road. The school is on a project boundary road and so a School Street closure will not work here.

Head teacher - Mr S Brady

2. Schools outside boundary

Joseph Paxton College (Wirral Hospital Schools)

80 pupils age 11-17

10 metres from project boundary

The school caters for children who are unable to attend mainstream school. The main entrance is on Park Road North on the Claughton project boundary.

Recommend that we approach this school and discuss how we can work with them. The school offers full-time education to students aged 11-17, key stage 3 and 4. Admissions are for young people with mental and physical problems including anxiety, depression, self-harm, eating disorders, chronic fatigue syndrome, sometimes alongside social and communication difficulties and autism spectrum conditions. If we did work here we would need to adopt new approaches and materials.

A School Street is not appropriate for the age range at this school and the possible special travel requirements of the majority of pupils. The school has a large catchment area of the whole of the Wirral, so students are unlikely to arrive at school on foot or cycle.

Head teacher – Mr P Arrowsmith

Birkenhead Sixth Form College

1400 students aged 16 – 18

94 metres from project boundary

Road safety is relevant here as there are road traffic accident clusters on the main roads leading to the college including Upton Road, Park Road North and the road the college is on Park Road West. A School Street is not appropriate for the age range or for the street context. Students are likely to travel here from outside the area, so local knowledge cannot be assumed. Sustrans could explore ways to link to Geography and Art & Design A' levels and Btec vocational programmes here in order to reach a larger number of students.

Head teacher - Mr Mike Kilbride

The Breck area

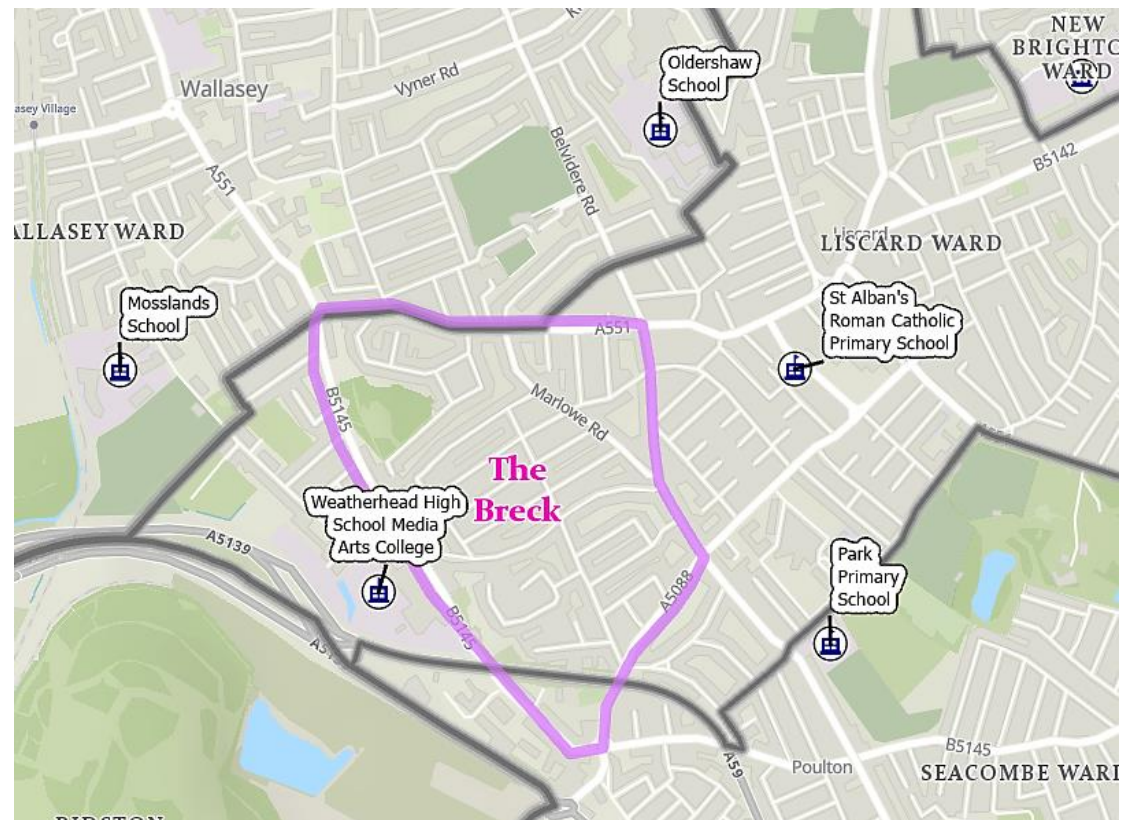


Figure 4. Schools in The Breck area

Schools for Consideration

Table 7. List of schools to be considered

Schools within project boundary	Schools outside boundary within workable distance	Work with this school?
	The Oldershaw Academy	Y
	St Mary's Catholic College	Y
	The Mosslands School	Y
	Weatherhead High School Media Arts College	Y
	Park Primary School	Y

Table 8. Youth organisations

Youth organisation	Location
Community Action Wirral	The Lauries, 142 Claughton Road, Birkenhead, CH41 6EY
Wirral Change	St Laurence's School, St Laurence Dr, Birkenhead CH41 3JD
The Hive Wirral Youth Zone	Bright St, Birkenhead CH41 4EA
Make it happen	72-74 Market St, Birkenhead, Wirral, CH41 5BT
Wheels for All Birkenhead, Cycling Projects	Park Drive Birkenhead Wirral Merseyside CH41 4HY
Hype Merseyside	http://hype-merseyside.co.uk/bike-hub/

1. Schools within boundary

There are no schools within the boundary

2. Schools outside boundary

The Oldershaw Academy

852 pupils aged 11 – 19. 581 metres outside the project boundary.

The main approach is on Valkyrie Road but the entrance is on Fieldway. Courses for Sixth Form: Geography, Sport, Children's Play, Learning and Development. The school is on a narrow road with a lot pavement parking. Many people would be affected by a Street Closure. A School Street is not appropriate for the age range. Learners are likely to travel here from outside the area, so local knowledge cannot be assumed.

There is a cluster of road traffic accidents on the A551, Wallasey Road on the project boundary a couple of streets away from the school.

Head teacher - Mr Jon Bush

St Mary's Catholic College

1077 children aged 11 – 18. 725 metres outside the project boundary.

Main entrance is on a busy road, Wallasey Village which is also a bus route. A School Street is not appropriate on the main road into Wallasey Village. High school students are more

likely to travel here from outside the area, so local knowledge cannot be assumed. Courses for Sixth Form include Geography, Sport, Engineering, Health and Social Care.

There is a cluster of road traffic accidents along Wallasey Village including one fatality.

Head teacher - Mr Anthony Boyle

[The Mosslands School](#)

1107 children aged 11 – 18. 433 metres outside the project boundary.

This large boys school has the main entrance on Mossland Drive a residential road near to Wallasey Village. There could be parking problems at pick up/drop off but most children will travel to high school independently.

A School Street is not appropriate for the age range. Learners are likely to travel here from outside the area, so local knowledge cannot be assumed. Sustrans could also explore ways to link with the A Level Courses for 6th Form which include Geography, Sport, Engineering and Art

There is no significant cluster of RTAs on the roads surrounding the school.

Head teacher - Mr Adrian Whiteley

[Weatherhead High School Media Arts College](#)

1586 children aged 11 – 18

This Girls school has three separate sites around Wallasey. The College has a main entrance on the proposed project boundary on Breck Road.

Sustrans could also explore ways to link to the A Level Courses in 6th Form which include Geography, Sport, Engineering and Art.

There is a cluster of road traffic accidents outside the school on Breck Road.

Head teacher - Miss Annmarie Whelan

[Park Primary School](#)

465 children aged 3 – 11. 264 metres outside the project boundary.

School main entrance is on Love Lane which leads to a dead end and a footpath. There is a cycle route past the school

Would recommend we prioritise work with KS2 at this school, which is important to the project due to location. Big Street Survey and design workshops both highly relevant as many families here will live inside project area and so children will have good local knowledge.

Good potential for School Street closures here as one end of Love Lane is a dead end.

There is a cluster of road traffic accidents on Poulton Road near the school.

Head teacher - Mr Michael Mellin

Schools scoring for each area

School	Schools within boundary	Score	Schools outside boundary within workable distance. Distance for juniors <300m secondary <800m	Score	Schools with main pupil access ON boundary road	Score	Score total	Score adjusted	Adjusted score to nearest integer
Birkenhead Park	4	8	4	4	1	-1.5	10.5	5.25	5
Bebington	8	16	2	2	3	-4.5	13.5	6.75	7
Claughton	2	4	2	2	3	-4.5	1.5	0.75	1
The Breck	0	0	5	5	1	-1.5	3.5	1.75	2

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VAT Registration No. 416740656

Liverpool City Region Liveable Neighbourhoods Program

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Bebington

Members Briefing Wednesday 4th August 2021

Agenda

1. Introductions
2. Aims of the program and area selection
3. Community engagement approach
4. Working with schools
5. Potential design interventions
6. Questions

Our mission

.....

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We make it easier for
people to walk and cycle



We have two strategic priorities

.....

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Liveable cities and towns
for everyone



National Cycle Network: paths
for everyone

We believe that a liveable city or town for everyone should...

1

Put social connection at its heart

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3

Be distinct and celebrate its unique character



5

Have clean air and green space for all to live and play in



2

Give people the ability to meet their daily needs locally



4

Make it possible for everyone to move around healthily



6

Be shaped by the people who live and spend time there



But the benefits of our work are not accrued equitably

Making it easier for people to walk and cycle leads to healthier places and happier lives, but not currently **for everyone**.

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Some people are more likely to experience the negative impact of others' travel choices, and/or face greater barriers to walking, cycling, wheeling and accessing pleasant, healthy places.

Aims

The program is working towards achieving the principles of Liverpool City Region Combined Authority, Wirral Council, Sustrans and Freshfield's agreed definition of a liveable neighbourhood:

Enable people to take more journeys on foot, bike or other active transport modes, reducing their carbon footprint

Create high-quality public spaces that prioritise people over cars

Create low traffic areas and remove rat running

Provide opportunities for better social connections, thriving local economies and more sustainable living

Give people a say in the design of their streets and foster more active and empowered communities



Selecting the project area

- Wirral Council identified 13 potential areas that could benefit from the Liveable Neighbourhoods program.
- Using Sustrans' selection and prioritisation criteria and data mapping using GIS, each of the areas were investigated for suitability and impact
- Through a process of elimination using Wirral Council officer knowledge, 4 final areas each of which were given further analysis to look at community support, school suitability and the types of business located in the area.
- Final area selected by Wirral Council following review of scoping reports and knowledge of the local area

Population density and land use	Internal road network	Boundary road viability
Considers population density within the area as well as it's relation to and ease of access of local facilities and services.	Considers permeability within the identified area and the likelihood of rat running.	It is important that the identified boundary roads can handle the potential (albeit limited) increases in traffic which may occur.
Deprivation	Percentage of households without a car	Killed or Seriously Injured and road incidents
Key project aims to deliver benefits for more deprived areas to address transport equity. High levels of multiple deprivation are likely to be reflected by poor health and living environment.	Essential to identify if the project is to deliver greater transport equity and reduce car dependency/poverty.	Reflection on notable issues around road safety that the project can address.
Additional considerations		
<ul style="list-style-type: none"> • Known political support • Known / anticipated local support • School suitability • Business types (loading and occupancy requirements etc.) • Previous consultations & existing safety interventions (20mph zones, traffic calming etc.) • Pipeline capital funding 		

Selecting the project area

- Known long running localised rat-running issues
- Very large number of schools within and adjacent to the project area
- Good mix of land use including retail and leisure



Programme Overview

School Neighbourhoods

Tackle the congestion, poor air quality and road safety problems faced by many schools. Working with children, parents and teachers to design and deliver well targeted infrastructure improvements.

Liveable Neighbourhoods

Enabling communities to take an active role in developing their own ideas for how they want their neighbourhoods to look and feel, Sustrans' Street Design projects empower local people to make improvements to their local area. This also has the benefit of helping people play a more active role in their community.



Governance



Project governance

- Wirral Council, LCRCA and Sustrans colleagues make up the project team
- Stakeholder Management Group formed of representatives from across the community to review and advise on project delivery plans

Funding

Funding restrictions

- Revenue programme funded by Freshfield Foundation

Capital funding potential

- Sustrans working with LCRCA and Wirral Council to identify capital funding

Grassroots community approach

.....

Grassroots community engagement is key to delivering solutions that meet the needs of local communities.

We involve local people throughout; together we build momentum, consensus and support for community-driven schemes, giving projects the best possible chance of uptake and success.

Our approach is to ensure that the whole community is involved in each stage of project development, including:

- Stakeholder & Partner Engagement & Data Gathering
- Co-Discovery (finding the problems and being issue led)
- Co-Development (working together to look at assets and possibilities)
- Co-Design (designing solutions, that work for people)
- Project trials (test, refine and celebrate before implementation)



Methodology: Scoping and Data Gathering

.....

Reviewing what relevant existing data and evidence is readily available and gathering on-site information, such as:

- Traffic counts
- Parking and loading occupancy
- Issues for pedestrians and cyclists (local knowledge)
- Public transport operations
- Health and deprivation levels

We also commission telemetric data for the area.



Methodology: Stakeholder mapping

.....

Stakeholders need to be at the forefront of the decision-making process.

Page 70 • We do this by:

- Co-creating stakeholder maps, highlighting the key people/groups we need to engage early in the process.
- Keeping communication flowing to ensure that people feel comfortable and understand how the project will develop.
- Bringing stakeholders along on the journey so they are part of the decision-making process and ensure the scheme is grounded in the local community.



Methodology: Co-discovery

.....

Workshops and events to gather the community visions and raise aspirations

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Sense check and explore the barriers and opportunities available locally with the wider community.

- Map community assets
- Prioritise opportunities and/or issues that Sustrans and the community can address.



Methodology: Co-Development

.....

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- Identify and develop solutions to the issues raised in the discovery phase
- Continue to identify and engage key community stakeholders to support implementation
 - Drawing in specific expertise and community advocates to accelerate local understanding
 - Refining opportunities and constraints



Methodology: Co-Design

- Page 73
- Community design workshops (practical workshops to design solutions)
 - Produce design visions in easily understandable formats
 - Outcomes of the workshops, are presented back to the community for further refinement.



Methodology: Trial, Test and Celebrate

.....

To garner further public support we recognise the need to draw communities together to test and celebrate community-driven ideas.

Example activities include:

- Real trialling of designs and project activities
- Community-led activities (e.g. events to celebrate and refine community driven solutions)
- 'You said - We did': communicating how we have responded to public opinion and consultation



Methodology: Design Options and Implementation

.....

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Sustrans provide:

- A feasibility study including summary of community engagement and design process
- Simple maps and visualisations that represent proposals developed through community engagement
- High-level costing of proposed infrastructure



Engagement

Monitoring

Behaviour change



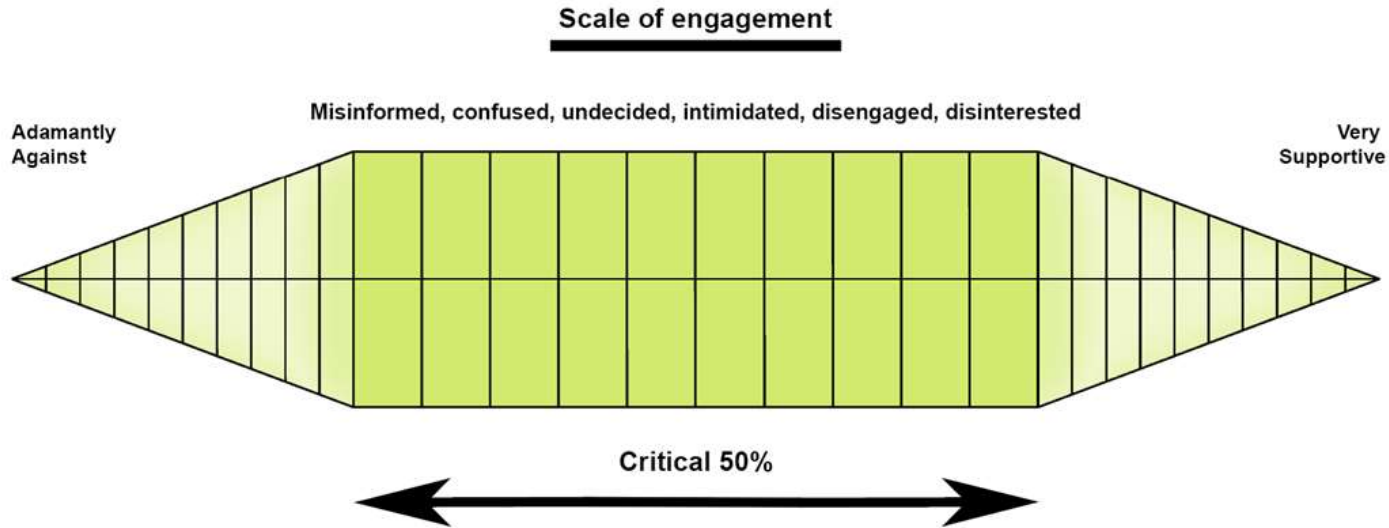
An amazing design \neq success

Comms

Political support

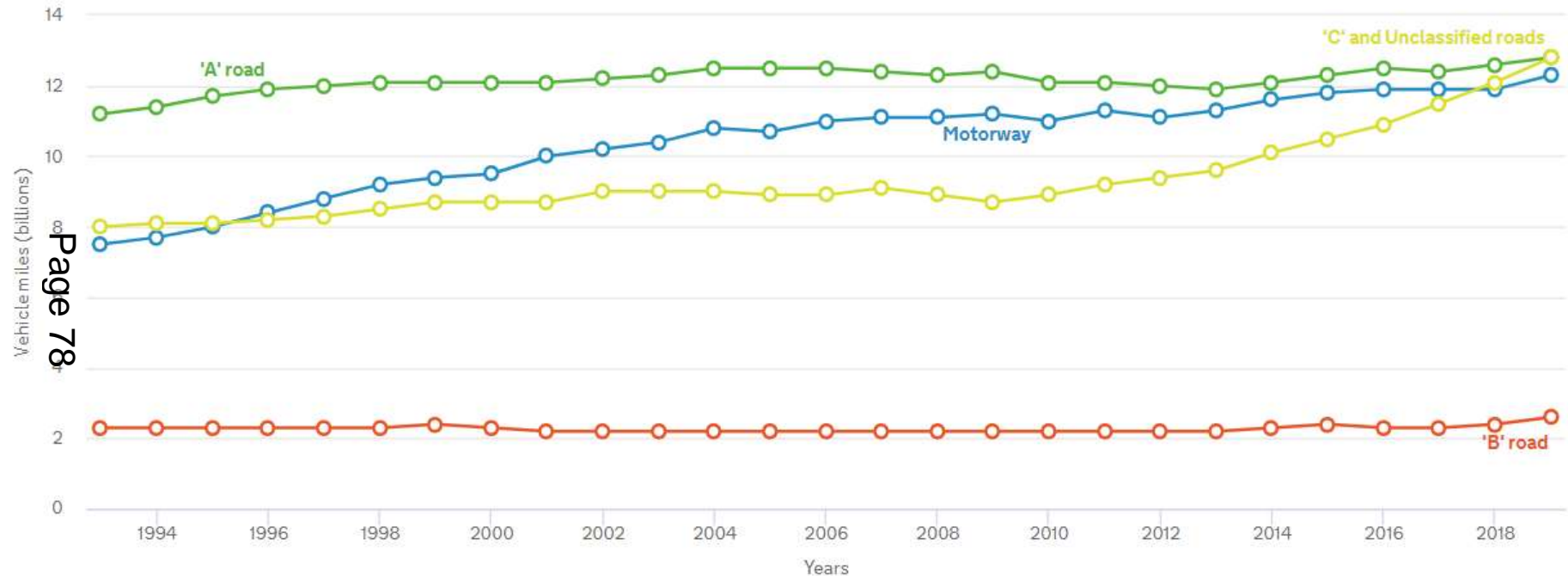
Trials

Who are we talking to?



Annual traffic by road type in North West

Traffic in Great Britain from 1993 to 2019 by road type in vehicle miles (billions)



2009-2019

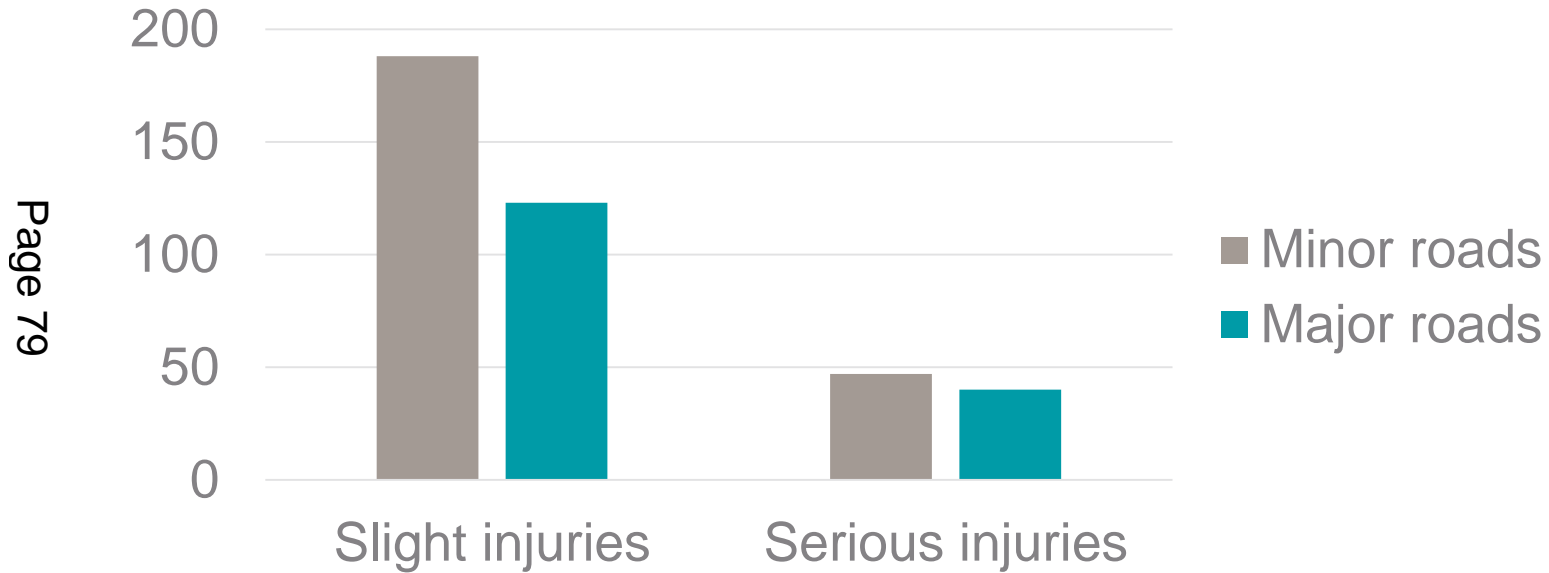
+3%

+18%

+47%

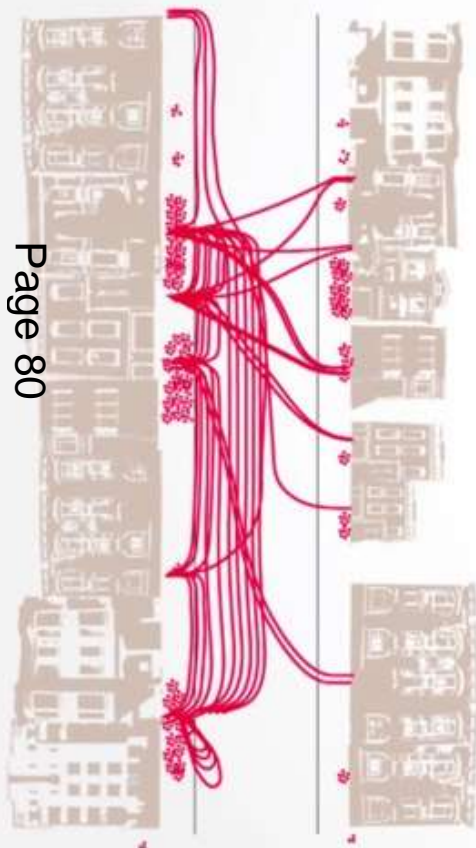
Highcharts.com

Killed or Seriously Injured per billion vehicle miles

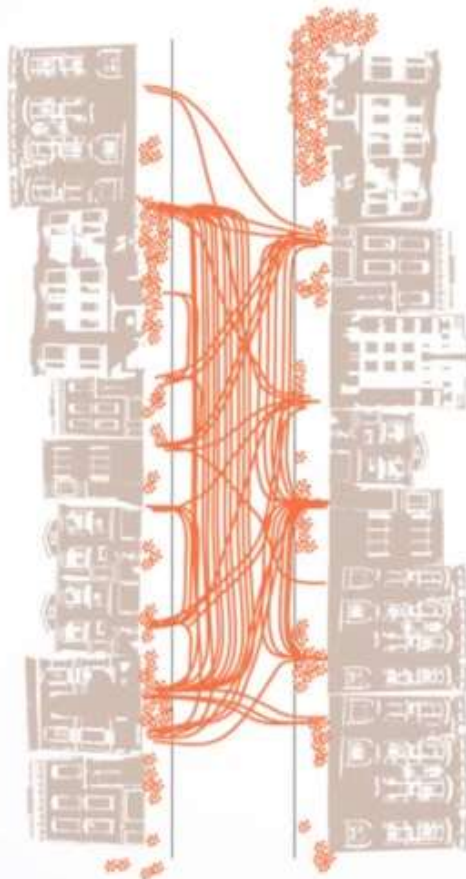


Social Interactions on Three Streets - Neighboring and Visiting

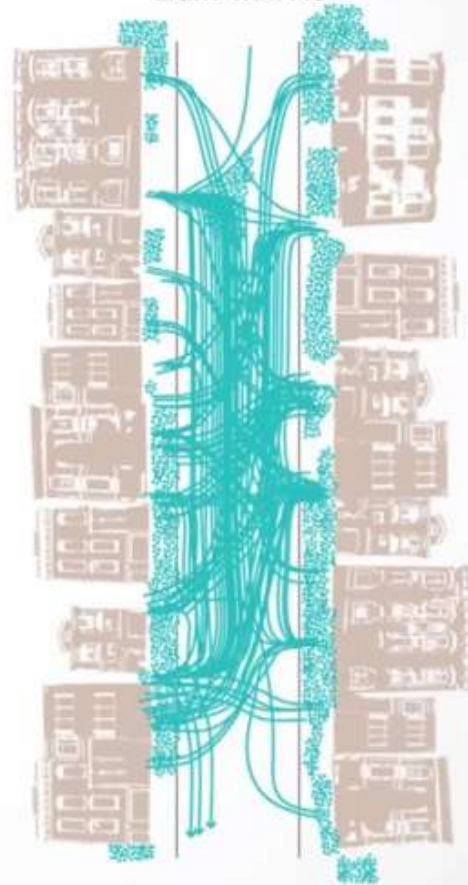
HEAVY TRAFFIC



MODERATE TRAFFIC



LIGHT TRAFFIC



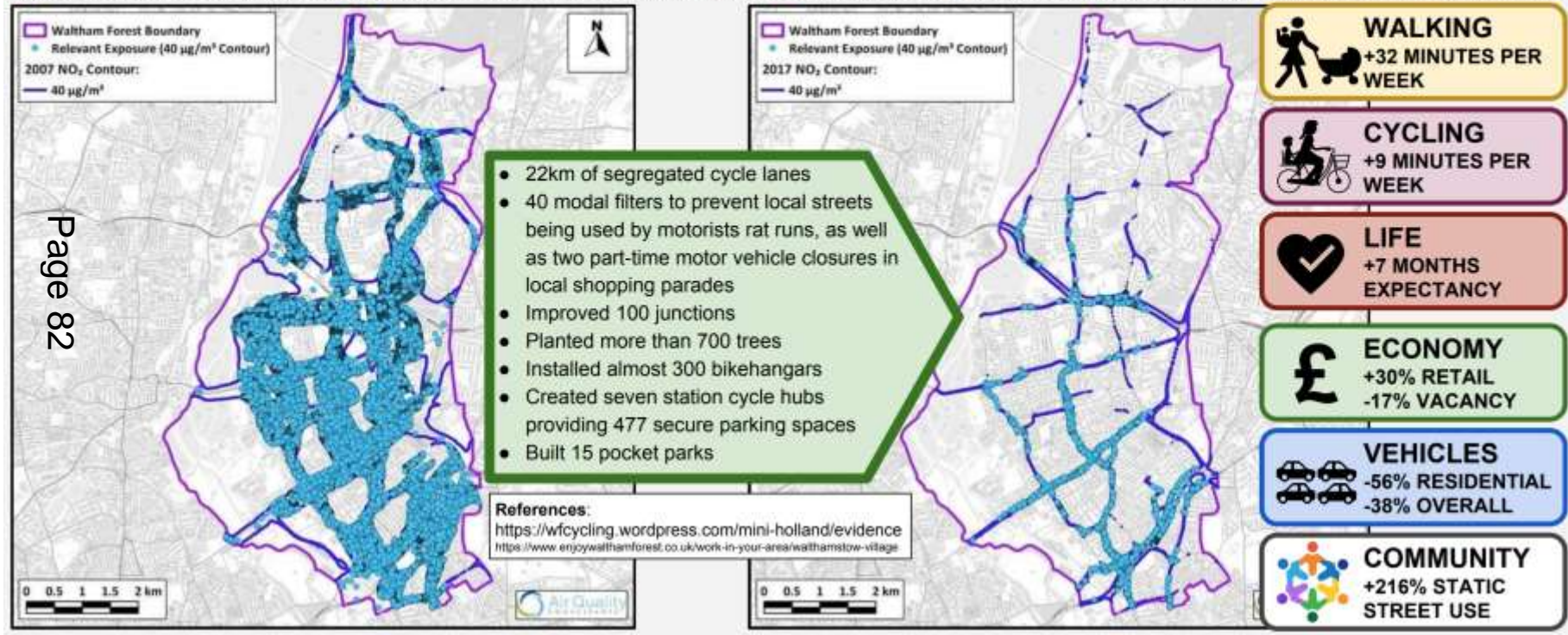
Where people have friends

Where people gather



ACTIVE (LOW TRAFFIC) NEIGHBOURHOODS

ENABLING RESIDENTS TO WALK AND CYCLE TACKLING CLIMATE CHANGE, CAR DEPENDENCY, CONGESTION, AND AIR POLLUTION



+32mins walking = 270,000 people at park run every week for 3 years

Co-designing with local schools

Working WITH the school community

Adaptable and flexible approach

Big Street survey – developing a manifesto for change

Designs for street improvements developed with pupils, parents, staff and local residents

Year long programme of active travel activities to support and enable behaviour change

School community involved in co-designing the neighbourhood scheme



Schools engagement in Bebington

- Town Lane Infant School
- Bebington High Sports College
- Brackenwood Infant School
- Brackenwood Junior School
- St. Andrews Church of England Primary School
- St. Johns Roman Catholic Junior School
- St. Johns Roman Catholic Infant School
- St. Johns Plessington Roman Catholic College
- Wirral Grammar School for Girls
- Wirral Grammar School for Boys



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Co-designing with local residents

Modal filters:

prevent traffic cutting through residential streets but allow walking and wheeling through.

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Access still possible to all properties for residents, visitors, emergency vehicles and refuse collection vehicles



Co-designing with local residents



Greening- street trees and planting

Co-designing with local residents



Parklets and pocket parks

Co-designing with local residents



Street art

Co-designing with local residents



Cycle parking - safe and convenient cycle storage makes cycle journeys use more attractive.

Co-designing with local residents



Crossings — for people who walk and cycle

Co-designing with local residents



Narrowing wide junctions

Co-designing with local residents



**Footpath
improvements**



**Lighting
improvements**

What streets can be



Next Steps

Timeline

Sept 2021

Economy, Regeneration and Development Committee recommended to agree participation in LCR Liveable Neighbourhoods Programme.
Councillor briefings
Stakeholder mapping and Stakeholder Management Group
Baseline surveys and traffic analysis
Initial school engagement and Big Street surveys

Oct 2021 – April 2022

Community engagement and neighbourhood design

April 2022 – June 2022

Continued community and school engagement
Celebration / demonstration events
Wirral Council design handover (feasibility study)
Business case

Post June 2022

Wirral Council implementation support

Questions?

- What questions do you have at this stage?
- What opportunities do you see to link in with previous or existing projects or plans?

Bike Life – Liverpool City Regions 2019



74%
of people aged 66+ walk
at least twice a week



18%
of people aged 66+ don't
cycle but would like to



63%
of people aged 66+ use public
transport at least once a week



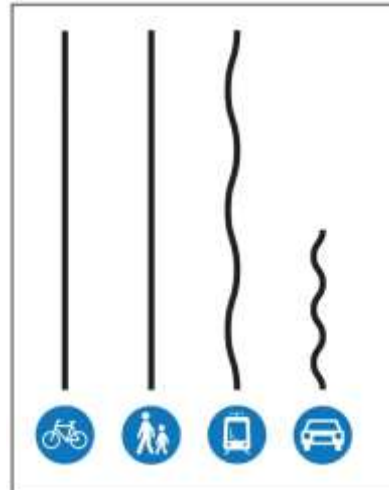
compared to 44% of
those aged 16-65

Concern about safety

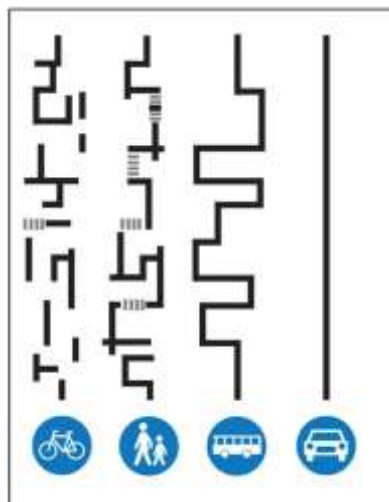


is the most common reason
people aged 66+ are not
cycling
(39%)

What are streets for?

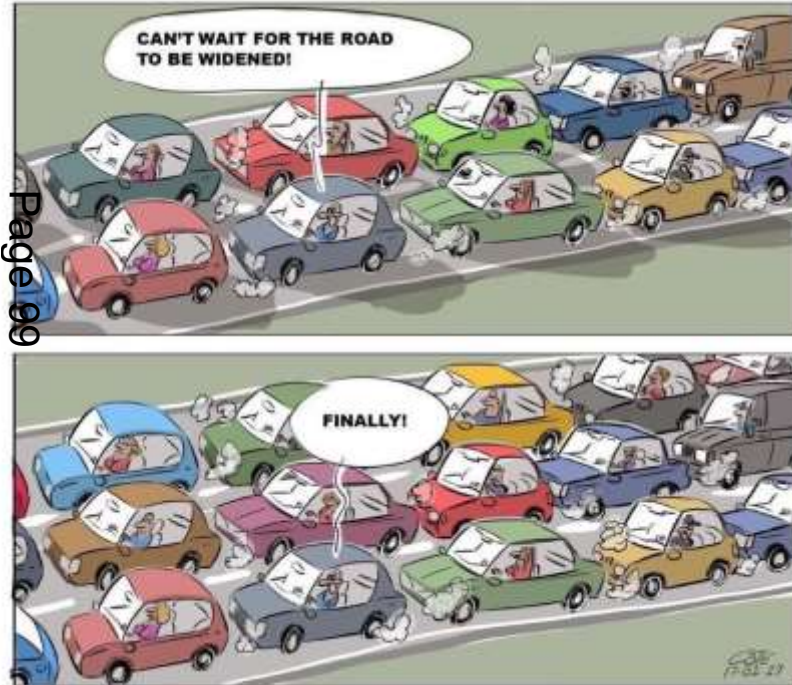


1920



1950 - present

Induced Demand



Movement function

Arterial roads



High roads



City hubs/boulevards



Connector



High streets



City streets



Local streets



Town square



City places



Place function

Equalities Analysis in Lambeth		
Proposal Title		C-19 Response: Railton Low Traffic Neighbourhood
Document Number		LAM-TS-EIA-RLTN-2
Authors		Simone Saviantoni Joel De Mowbray Simon Phillips Joel Belsham
Who will sign off the assessment?		Hannah Jameson
Who will be involved in approving this decision?		Simon Phillips
Document History		
Version	Date	Comments
1	04.08.20	Version 1 published
2	30.11.20	Amendments in line with ETO proposal
What is changing?		
<p>Physical changes will be introduced to streets across the Railton neighbourhood to reduce motor traffic volumes in order to create space for people to safely walk and cycle. Bus, walking and cycling only points will be introduced to these streets specified below. Vehicles will be able to drive to these points from one end of the road or the other but will not be able to drive through. Low cost adaptable features will be used to introduce this change, whilst allowing the Council to amend and improve these changes through working with the local community to understand improvement opportunities.</p> <p>This change will apply to the following locations;</p> <ul style="list-style-type: none">- Railton Road, between no. 239 and 243- Railton Road, by Marcus Garvey Way		

- Atlantic Road, between Vining Street and Coldharbour Lane
- Shakespeare Road North of the junction with Mayall Road
- St Matthews Road immediately outside the Tenants and residents hall
- Rattray Road, immediately south of junction with Jelf Road
- Dalberg Road, immediately south of junction with Jelf Road
- Trelawn Road, immediately east of junction with Effra Road

These changes will mean that general vehicle traffic will be able to access all properties from one side or the other.

Vehicles will not be allowed to drive through these closure points in either or both directions. Space that is currently dominated by motor vehicles, will support safer and easier social distancing and safe walking and cycling routes, helping to enable journeys that may no longer be suitable for public transport. Around local businesses this will create space for local businesses to spill out.

As a result of these changes, vehicle journeys in and around the area will change in a range of ways. Depending on how traffic movements change there are different potential equality impacts and benefits to be considered.

The changes described above will significantly change the way that streets are used, physical changes to the way spaces are laid out should accompany this change in use and be developed over the longer term. This will help to enable the use of this new space by people and business to reinforce messaging around social distancing and support active travel.

This EQIA will be reviewed and updated at key milestones as the project is improved and expanded on.

What do we know about the people who will be impacted by this change?

Borough wide demographic analysis of protected characteristics and how these may be impacted by transport changes to reduce private vehicle dependence can be found on the wider Transport Strategy EqIA available here: :

[Lambeth Transport Strategy EqIA](#)

The project is located in the south-western side of the Coldharbour and Herne Hill wards. Whilst not directly within the area, Tulse Hill Ward should be considered. Within and around these wards there are specific demographic factors to consider, described below. Whilst these cover much larger geographic areas than the project and the wider affect area they provide the best available data to understand local demographic trends across the local area.

Coldharbour has a large population compared to other wards (16,600). It has a young age profile, with a high proportion of children aged 0-15. It is the poorest ward in the borough. There are higher rates of child obesity in the ward than other areas of Lambeth. It has the highest proportion of people from ethnic minorities, and a high proportion of people not born in UK. 4.8% of Coldharbour residents speak an African language as their first language, and 4% speak Portuguese. Coldharbour

has the highest proportion of Black Caribbean residents, and the highest proportion of Black African residents. Less than a quarter of residents are White British. Much of the ward is in the 10% most deprived in England.

It has the highest proportion of social rented households (60%, compared to 22% private rented and 16% owner occupation). There is a high percentage of dwellings in council tax bands A or B. Only the southern part near Brockwell Park has household income above the Lambeth average. It has the lowest employment rate in the borough. Coldharbour has a high rate of working age benefit claimants (Nov 2014), a high rate of out of work claimants, and a high rate of claimants aged under 25. It has the highest proportion of dependent children in out-of-work households and the highest proportion of households with no adults in employment with dependent children. There is a high proportion of lone parents not in employment, and of residents with no qualifications. The crime rate is high for Lambeth (2015).

Herne Hill's population is of average size for Lambeth (15,600), and the age profile is typical of the borough. The ward includes Brockwell Park, which means this is the ward with the largest proportion of open space. The ward mainly has a household income more than average for the borough, but with poorer areas such as the Thorlands and Lilford estates. There is a high number of jobs in the ward and employment per head of population is also high. There is a high proportion of residents with graduate level 4 qualifications. Tenure is in line with the borough (owner-occupiers 37% of households, social rented 32%, Private rented 29%). There are average rates of claimant benefits, dependent children in out-of work households, households with no adults in employment with dependent children, and lone parents not in employment. The ward crime rate is average for the borough (Sept 2015)

Tulse Hill has a large ward population (16,250), and one of the highest population densities. There is a large proportion of children aged 0-15. Over half (52%) of the population is from ethnic minorities. 3.2% of Tulse Hill residents speak an African language as their first language. There is a high proportion of Black Caribbean residents. Less than a third of residents are from a White British background. There is a low number of jobs in the ward, but resident employment rates are typical of Lambeth. Tulse Hill has a high rate of working age benefit claimants (Nov 2014), a high rate of out of work claimants, and a high rate of claimants aged under 25. Tenure is typical of Lambeth as a whole (owner occupier 29% of households, social renting 43%, and private rented 25%), and a high proportion of dwellings in council tax bands A or B. Poor areas include the St Matthews, Tulse Hill, St Martin's estates, and better off areas include Brixton Hill near Josephine Avenue, and Upper Tulse Hill. Crime rate (2015) is average for Lambeth. source:

<https://www.lambeth.gov.uk/sites/default/files/State%20of%20the%20Borough%202016%20Wards.pdf>

COVID Related Equality Considerations

There are several ways in which risks and outcomes as a result of COVID-19 differ relative to protected characteristics as identified by this study of June 2020 by Public Health England: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/892085/disparities_review.pdf.

This study presents interim findings and this EqIA will need to be reviewed in light of further research to be released later in the year.

Age

Diagnosis rates increased with age for both males and females. When compared to all-cause mortality in previous years, deaths from COVID-19 have a slightly older age distribution, particularly for males.

Socio-economics and deprivation

People who live in deprived areas have higher diagnosis rates and death rates than those living in less deprived areas. The mortality rates from COVID-19 in the most deprived areas were more than double the least deprived areas, for both males and females. This is greater than the inequality seen in mortality rates in previous years, indicating greater inequality in death rates from COVID-19. High diagnosis rates may be due to geographic proximity to infections or a high proportion of workers in occupations that are more likely to be exposed. Poor outcomes from COVID-19 infection in deprived areas remain after adjusting for age, sex, region and ethnicity, but the role of comorbidities requires further investigation.

Ethnicity

People from Black ethnic groups were most likely to be diagnosed. Death rates from COVID-19 were highest among people of Black and Asian ethnic groups. This is the opposite of what is seen in previous years, when the mortality rates were lower in Asian and Black ethnic groups than White ethnic groups. Therefore, the disparity in COVID-19 mortality between ethnic groups is the opposite of that seen in previous years.

An analysis of survival among confirmed COVID-19 cases and using more detailed ethnic groups, shows that after accounting for the effect of sex, age, deprivation and region, people of Bangladeshi ethnicity had around twice the risk of death than people of White British ethnicity. People of Chinese, Indian, Pakistani, Other Asian, Caribbean and Other Black ethnicity had between 10% and 50% higher risk of death when compared to White British.

These analyses did not account for the effect of occupation, comorbidities or obesity. These are important factors because they are associated with the risk of acquiring COVID-19, the risk of dying, or both. Other evidence has shown that when comorbidities are included, the difference in risk of death among hospitalised patients is greatly reduced.

Transport Equity and Health

Particularly considering the indicative trends identified in PHE's research into risks and outcomes of COVID-19 and broader demographic data at the local and London level there are direct connections between access to transport and health risks and outcomes that should be considered. For example;

- Lower income households are significantly less likely to have access to a vehicle. Access to a vehicle increases significantly as household income bands increase
- Less than 37% of all residents in and around the project area have access to a private motor vehicle. The area is in the top 20% of London for traffic levels and air pollution.
- Car ownership is highest among white Londoners (43%) in comparison to only 30% of Black Londoners.
- Women are less likely to own a car than men, with 34% of women having access to a car vs 46% of men
- 62% of local residents rely primarily on public transport (pre-Covid) for access to work, education or training.

How will they be impacted by the change?

Public transport capacity across London is reduced by as much as 85%. Buses that previously carried up to 87% people are now able to carry a maximum of 20 people, with capacity on trains such as Victoria line and mainline rail services from the Brixton area severely affected. All non-essential public transport use is strongly discouraged.

Individuals that must continue to use public transport are subject to the higher risk of contracting covid-19 associated with the use of confined public spaces and transport. Overcrowding at and around bus stops and train stations exacerbates this risk and further reduces the ability for people to walk safely whilst observing social distancing.

The overwhelming majority of adult residents in and around the project area do not have access to a private motor vehicle.

Providing safe (both road safety and reduced likelihood of infection) and affordable travel options to people from all demographic and socio-economic backgrounds is essential to improving equity in access to transport as well as reducing infection risk in lower income groups.

Beyond the positive benefits of improving transport equity, there are impacts associated with how motor vehicle movements will change and the health and environmental impacts that may be expected.

Impacts are considered to be derived from 1) changes in traffic levels in surrounding areas and the ambient effects this can create in terms of air quality. 2) changes to individuals' ability to move through the area or access properties.

Traffic Level Changes within the area:

The most recent available traffic data (Flow, 2019) indicates that a high proportion of traffic travelling through the project area does not start or stop their journey in the area, rather that they are making longer strategic journeys across London, passing through the neighbourhood. As a result, all streets within the Railton low traffic neighbourhood area, including the full length of Shakespeare Road, can expect to see a significant reduction in traffic, especially when compared to pre-covid traffic counts.

Approximately 6100 vehicles use Railton Road and 3600 vehicles use Shakespeare Road (North side) on a given day.

Flow data indicates that 75% - 100% of these vehicles during peak times do not start, stop or end their journey in the neighbourhood, rather they are making longer strategic journeys. Whilst these figures will vary seasonally and temporally this indicates a likely reduction of at least 2700 vehicles less on Shakespeare Road (North Side) and 4575 less vehicles on Railton Road.

Traffic level changes around the area:

The following streets surround the neighbourhood and should be considered as part of the impact area;

- Coldharbour Lane
- Milkwood Road
- Dulwich Road
- Brixton Water Lane

- Effra Road
- Tulse Hill

There are a number of ways in which these streets may be affected.

Traffic Levels

As cited above, it is reasonable to anticipate approximately 4575 vehicles using travel methods, alternate routes other than Railton Road and 2700 vehicles using alternate travel methods or routes other than the north end of Shakespeare Road per day. The way in which these vehicles re-route will vary depending on the total length of the journey being made and whether or not it starts or stops in the wider local area. Satnavs and Google Maps will also re-route people based on traffic levels at any given time, dispersing traffic across a broader geographic area. Projects comparable to this typically result in a conservative estimate of 10% traffic reduction across the broader area when compared with the baseline data. This reduction in traffic is associated with traffic evaporation as people use other modes of travel or change their journey patterns. TfL Cityplanner data shows that the area surrounding Brixton has some of the highest walking and cycling potential in London for short car based trips to be swapped to walking and cycling. Furthermore, London Borough Southwark are introducing traffic changes to the Dulwich Village area that will further reduce vehicle movements to and from the Dulwich area.

Reduced turning movements

In the case of Coldharbour Lane and Dulwich Road, vehicles turn on and off these roads to pass through the Railton area. Significantly reducing traffic through the area will reduce the number of vehicles that make these turning movements. Existing turning movements into and out of the Railton neighbourhood area have a significant impact on safety and traffic flow, accounting for over 80% of collisions.

Fewer turning movements will reduce the number of vehicles waiting to turn both in and out, reducing the frequency with which straight travelling traffic must queue behind. This reflects an increase in capacity of both streets to support straight travelling flowing traffic and reduce the likelihood of collisions as a result of turning vehicles.

Safety

Collision hotspots are evident at nearly all side road junctions off of Dulwich Road and Coldharbour Lane as a result of turning movements in and out of these side roads, and in particular the following junctions;

- Coldharbour Lane x Shakespeare Road
- Coldharbour Lane x Atlantic Road
- Dulwich Road x Hurst Road
- Dulwich Road x Shakespeare Road.

Significantly reducing the turning movements in and out of these side roads as this project will reduce the likelihood of collisions along these roads by removing the majority of movements that are responsible for these collisions.

Vehicle Access:

All properties within the neighbourhood will remain accessible by motor vehicle, although routes are likely to change depending on the location of a property relative to closure locations. The majority of the neighbourhood is within one controlled parking zone allowing residents to park on either side of closure locations depending on what will be most convenient for them. This may result in a longer walk. Travel times for certain vehicle trips that cannot be feasibly exchanged to alternative routes or modes could increase.. Specific data is not available on the number of people living in the area with mobility related disabilities. Further definition will be required with internal teams at the council and community engagement to understand and support disabled residents to ensure there access to essential services is not disproportionately affected.

Air Quality

Transport derived emissions are the primary source of people being exposed to poor air quality in this area. Once the project has 'bedded in' and is operating as normal it is expected that there will be an overall reduction in traffic across the area as a whole. The distribution and flow of motor traffic around the area as well as specific air quality monitoring of NO2 will help us understand positive or negative impacts of traffic changes and make improvements to address these.

Impacts by Group**Age**

Older people experience a higher risk from C-19 and therefore social distancing is a particularly important factor. The proposal is expected to improve the ability to maintain social distancing by creating more street space that can be used by the whole community, including those without access to motor vehicles. Conversely, older people may be more reliant on travel by motor vehicle and in some cases journey times may increase as a result of the proposal, however all areas will remain accessible at all times and the impact is expected to be limited and outweighed by improvements to safety and air quality as well as the potential for a higher proportion of this group to walk and cycle than is currently the case.

Children are particularly impacted by poor air quality at the roadside and are also vulnerable to road danger, both of which the proposal aims to address. The proposals offer the potential for more physical activity, including play, in areas where amenities may be limited, offering the potential to address issues of obesity and well-being.

Disability

Much of current public realm / road network has the effect of excluding disabled people. The proposal seeks to address this by creating a more inclusive street environment. Reducing road danger also has the potential to enable more people to participate in active travel. For example, cycles can improve mobility and access for disabled people, many of whom do not have access to motor vehicles.

For those that do have access to a car, or rely on taxis or carers in some cases journey times may be increased for some trips and different routes might be needed. Feedback gathered since the trial scheme was launched indicates some individuals have had to change their routes to access

essential services and support. This includes parents and carers of disabled children accessing schools and disabled people and carers accessing shops, pharmacies and GP services for essential goods, prescriptions and appointments. We have received feedback from disabled people who rely on motorised transport, and from SEND providers about the impact that the LTN has had on their journeys. Further data is being collected and mitigations developed and implemented accordingly.

All areas will remain accessible, however, and reduced traffic on the local streets is expected to result in a safer, less stressful and more convenient trip making for local journeys by car for those that need to drive. Disability is a broad category and ongoing engagement and monitoring will be needed to identify impacts on different groups.

Gender reassignment

No specific impacts identified

Marriage and civil partnership

No specific impacts identified

Pregnancy and maternity

No specific impacts identified

Race and ethnicity

The proposal is expected to increase participation among under-represented groups, for example the proportion of BAME groups who choose to cycle. BAME groups are over-represented in indices of deprivation and more likely to be exposed to transport related harmful impacts, such as traffic collisions and poor air quality and health inequalities related to inactive lifestyles which the proposal seeks to address. The proposal is expected to support local businesses, many owned by BAME groups, by creating a more attractive street environment as well as more physical space in which to operate and this is likely to help reduce economic inequalities.

Sex

No specific impacts identified

Sexual orientation

No specific impacts identified

Socio-economic status

Providing safe (both road safety and reduced likelihood of infection) and affordable travel options to people from all socio-economic backgrounds is essential to improving equity in access to transport as well as reducing infection risk in lower income groups.

Enabling safe travel is critical to allowing lower income people back to work. Lower income groups are less likely to be working from home, less likely to have access to a private vehicle, so more likely to have a particular need to walk/cycle in a safe environment without increased exposure to c-19. The proposal is expected to result in a more equitable allocation of space that will benefit lower income groups.

How do you plan to promote and deliver any positive impacts of the proposal?

There are a range of support services that will be introduced in areas to increase uptake of walking and cycling, such as the try before you bike programme and the creation of pavement widening to support social distancing and walking comfort more generally on streets.

We will work with local community organisations to deliver community design programmes that allow local people to redesign existing spaces. Specific focus will be on engaging younger people under 25y/o, people from BAME backgrounds, and older people who are typically under-represented in these activities.

Our monitoring activity from a movement and air quality perspective will also help to quantify the benefit that are being delivered and communicate this with local people.

How do you plan to address and mitigate any negative impacts of the proposal?

How we will monitor

This LTN scheme was implemented in response to the impact that the Covid-19 pandemic has had on our transport network. Traffic volumes and patterns have been affected by the pandemic since March 2020. This being the case, we did not commission baseline traffic counts immediately prior to the creation of the LTN and instead will rely on data collected pre-COVID and its impact on traffic flows.

As a guide, scheme operation will be monitored in up to 3 stages.

- **Stage 1: Initial Adjustment** (first few weeks) - Assessment will focus on identifying community issues and traffic problems to make specific design improvements where needed
- **Stage 2: Settling down:** Up to 6 months after implementation
- **Stage 3: Regular Use** Up to 18 months after implementation

This approach will need to be flexible to allow for unforeseen changes in trip rates resulting from COVID and/or other unforeseen scheme impacts.

We will also be collecting qualitative data before and during the implementation of the scheme. Council staff will be regularly contacting residents and business owners to gather information on the impact of the scheme, and the council will use the online engagement site, Commonplace, to gather feedback directly from residents online. Equalities data will be gathered and analysed as part of this process. This information will be used to assess the impact of the interventions against the policy aims and put in place improvements where necessary.

Travel times for those reliant on vehicles for certain trips

Travel times and journey routes could change or increase for those who are reliant on motor vehicles, including those with protected characteristics in the Equalities Act. An exemption for SEND transport providers will be put in place for all LTNs.

Further measures to address any unforeseen negative impacts that may arise during the experimental period include:

a) the measures being formally trialled, and impacts monitored. The council can subsequently make rapid changes to the scheme where there is undue risk or severe negative impacts,

b) no complete physical barricades to vehicles access have been added, just legal restrictions which can be suspended without delay as needed (e.g. if roadworks cause the closure of an alternative route), and

c) an extended grace period for enforcement of these restrictions has been allowed so that people have time to adjust to new routes if possible, or not, without penalty.

How will you review/evaluate your proposal, mitigating actions and/or benefits? Who will be responsible for this?

Monitoring, analysis and scheme improvements will take place at 3 stages as described above.

This EIA will be updated with information gathered through the monitoring and engagement process and used to inform any decisions on changes to the scheme.

The Lambeth Council Traffic Manager will be responsible for the review of benefits, impacts and improvements required over the lifecycle of the project.

Section to be completed by Sponsor/Director/Head of Service

Outcome of equality impact assessment

The analysis above does not identify any significant equalities impacts for the proposed changes. It will be important to monitor the impact of the scheme once the experimental order is in place, and develop mitigations accordingly.



ECONOMY REGENERATION AND DEVELOPMENT COMMITTEE **29th SEPTEMBER 2021**

REPORT TITLE:	MASS TRANSIT
REPORT OF:	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

This report provides Members with an update regarding the business case development which has been undertaken to date for the delivery of a mass transit system in Wirral and seeks approval for Wirral Mass Transit Phase A to be included in the Liverpool City Region Combined Authority (LCRCA) Bus Service Improvement Plan (BSIP) submission in October 2021.

The Wirral Plan 2021-2026 sets out the Council's vision to secure the best possible future for its residents defined by the community prosperity we create and supported by our excellent people and services. This proposal directly supports the following key themes within that plan:

- A cleaner, greener borough which celebrates, protects and improves our environment and urgently tackles the environmental emergency;
- A prosperous inclusive economy where local people can get good jobs and achieve their aspirations; and
- Safe, vibrant communities where people want to live and raise their families.

This matter affects Bidston and St James Ward, Birkenhead and Tranmere Ward, Claughton Ward, Liscard Ward, New Brighton Ward, Seacombe Ward and Wallasey Ward.

This matter is a key decision.

RECOMMENDATIONS

The Economy, Regeneration and Development Committee is recommended to:

- (i) Note the progress made in the development of the Wirral Mass Transit business case to date, and request that a further report be brought forward to a future meeting of this committee following completion of the business case work in early 2022; and
- (ii) Authorise the Director of Regeneration and Place to work with the LCRCA to include Wirral Mass Transit Network Phase A in LCRCA's BSIP submission to the DfT in October 2021.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATIONS

- 1.1 To ensure that the Council continues to progress the development and delivery of the Mass Transit scheme which is a catalyst scheme to support regeneration as identified in the Birkenhead 2040 Framework and the emerging Local Plan.
- 1.2 To ensure that the Council progresses a high-quality public transport scheme which will deliver increased levels of sustainable travel required to address the Climate Emergency and the target in the Cool2 Strategy to '*a complete transition to fossil fuel free local travel by around 2030*'.
- 1.3 To ensure that the Council has the opportunity to benefit from the funding that is available to the LCRCA as part of the BSIP, and to raise the profile of Wirral's Mass Transit scheme with the Department for Transport (DfT).

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The Council could decide not to progress a mass transit system. This is not considered to be appropriate as a 'Do-nothing' scenario completed in the business case process found numerous issues would arise regarding the planned development and regeneration in Wirral, and the success achievable by these developments will be limited.
- 2.2 The Council could decide not to approve the inclusion of the Phase A Mass Transit Scheme in the BSIP. This is not considered to be an appropriate option given that the scheme is included as a catalyst scheme in the Birkenhead 2040 Framework and the emerging Local Plan, and supporting sustainable travel is in line with our commitments to address the climate emergency, improve the health of our residents and encourage alternative modes of transport to the private car.
- 2.3 The Council could request inclusion of an alternative tram-based scheme within the BSIP. This is not considered to be an appropriate option as the opportunity as part of the BSIP submission is specifically to fund Bus Rapid Transit (BRT) schemes and therefore funding available through BSIP could be used for other purposes. In addition, the development work for the Mass Transit project has identified that BRT is the most appropriate option to meet the predicted demand in the short-term.
- 2.4 The Council could not approve the inclusion of the Phase A Mass Transit scheme and wait until a further funding opportunity arises for submission of the 'full' Mass Transit Scheme. Given the need to ensure there is a high-quality public transport offer for the occupants of the Northbank development programmed to open in Autumn 2023 the funding opportunity offered through the BSIP submission could enable funding to deliver Phase A to meet this timescale. In addition, the current business case work has not identified a demand for the full Mass Transit scheme at this point in time, and this will be dependent on the delivery of future elements of the regeneration programme. As such, any funding application for the 'full' Mass Transit scheme at this stage is likely to be unsuccessful.

3.0 BACKGROUND INFORMATION

- 3.1 'Mass Transit' is defined as any transport system or mode which can move lots of people across a city or town and neighbouring areas. Mass Transit often refers to a high-quality public transport mode providing regular frequency, high capacity, and highly legible services (often with instantly recognisable branding and distinct routes with clearly defined interchange points). Importantly Mass Transit can be formed of one or more of a number of potential modes (from a rubber-tyred bus to a steel-wheeled tram or tram-train), each with their own levels of guidance, propulsion, power and segregation but can also include ferries and cycling. The Government Gear Change Cycling Strategy published in July 2020 noticeably identified cycling as a form of mass transit.
- 3.2 A high-quality mass transit service that attracts users must take into account the following key factors:
- Road space priority – successful services offer advantageous and predictable journey times when compared with car journeys;
 - Service information – static and live information for users;
 - Ticketing – simple payment methods and integrated ticketing structure;
 - Connections with other services – integration where possible;
 - Air quality and emissions – reducing emissions e.g. electric buses or hydrogen buses;
 - Network and service branding – comprehensive identity;
 - Funding and legal – collaborative working across partners with robust governance and financial management; and
 - Data sharing and analysis – user and performance data to inform service changes.
- 3.3 A Mass Transit network for the 'Left Bank' area of the borough, centred on Birkenhead town centre, Wirral Waters and Seacombe has been discussed for several years and is recognised as an important facility in enabling sustainable regeneration within Wirral. As part of the transport strategy to support the Wirral Waters development, Peel has developed a concept known as Streetcar, which is proposed to use lightweight tram vehicles to connect the development with the existing Merseyrail network.

Local Transport and Economic Context

- 3.4 Wirral, and the Left Bank area, is served by the highly successful Merseyrail network, the original mass transit network in the borough. However, the majority of the area of focus is only served peripherally by Merseyrail to the south and a large central area encompassing Wirral Waters, Seacombe and Liscard, is not served by Merseyrail at all. Wirral Waters sits on the periphery of Birkenhead, close by, but slightly disconnected at a relatively modest distance away and currently without legible means of connection. It is long established that a priority of the Wirral Waters is to prioritise means to access the Merseyrail network (for onward connections to Liverpool, the rest of Wirral and beyond), as well as access to Birkenhead.
- 3.5 Wirral Waters sits between Birkenhead and New Brighton, Wallasey, Seacombe and Liscard all of which have regular bus connections through the Wirral Waters site. Throughout most of the area unserved by rail, a high frequency bus network operates with routes between New Brighton, Wallasey and Liverpool, between

Birkenhead and Wallasey, and between Birkenhead and Liverpool, all operating at high frequencies. These bus services do not currently serve Wirral Waters well at present with very limited demand and only basic infrastructure provision.

- 3.6 Some areas of the Wirral Waters site are close enough to existing Merseyrail stations to be considered within a typical attractive walking catchment (e.g. less than 800m) but a significant portion of the Left Bank area sits within a challenging distance range between key producers/attractors and Merseyrail interchange, typically at a 1-2km distance which can feel too far to conveniently and regularly walk (for many) but near enough that a normal public transport fare would perhaps be perceived not to represent good value for money.
- 3.7 Wirral Waters represents an extremely large regeneration area and Enterprise Zone and represents a significant proportion of the total new development contained within Wirral's emerging Local Plan for the area. Although at present, the completed development quantum is relatively modest, much of the early development is well advanced in terms of planning and a significant amount of new development is expected to be in place by 2023. Other regeneration sites in the area, such as Hind Street, the Waterfront (incorporating Woodside), Birkenhead town centre, and Hamilton Park, all offer substantial future development prospects over the next few years. New Brighton and Liscard also offer significant opportunity for new housing development over the local plan period and beyond.
- 3.8 The Left Bank area of Wirral provides a combined Housing/Commercial/Tourism offer. Whilst much of the local plan housing allocation in the Left Bank is scheduled to be formed from Wirral Waters residential proposals, the development site also incorporates a significant commercial prospect with much of this clustered on Tower Road, Vittoria Dock to the south and at MEA Park to the west of the area. Major tourism expansions are planned as a result of the Eureka! museum development at Seacombe, the Dock Branch Park, which includes a museum and a substantial public space offer, and at Birkenhead Park and Woodside.
- 3.9 In parallel with the Mass Transit business case development, an Active Travel Strategy is also underway which has identified and made suggestions to address shortfalls in active mode connectivity, provision, facilities and signage in this area. A key interface for the design of the Mass Transit scheme will be in the treatment of on- and off-highway priority solutions as these will need to take full cognisance of the needs of active modes and the outputs from this parallel study.
- 3.10 The above considerations combine to present a particular set of local circumstances that must be fully accounted for in the development of an effective Mass Transit solution for Wirral and the Left Bank area in particular.

Mass Transit Delivery Strategy and Business Case Development

- 3.11 Building on the work produced for the Streetcar system, a wider Mass Transit network for the Left Bank area was a key proposal from the draft Wirral Strategic Transport Framework Action Plan, which identified a pipeline of transport investment priorities across the borough. To progress this, and as part of the supporting work for the Birkenhead 2040 Framework and the emerging Local Plan, Mott MacDonald was commissioned by Spring 2020 to produce a Delivery Strategy for the

identification, design, funding acquisition and delivery of a comprehensive Mass Transit network for Wirral. This is included at Appendix 1.

- 3.12 The Mass Transit Delivery Strategy set out the various stages involved in this process and identified a robust set of tasks to be completed to develop the network and progress towards delivery, and practical timescales to achieve this. This considered that a mass transit network that incorporated Wirral Waters, but also serviced other key regeneration zones within Birkenhead town centre, and extended north and south to some of the more transport deprived residential communities in areas such as Seacombe and south of Birkenhead town centre, would be of enormous benefit to the regeneration of Wirral as a whole.
- 3.13 A mass transit network is considered to be needed due to the absence of feasible high-quality public transport alternatives in large parts of the borough and including several key regeneration zones. In some cases, such as Wirral Waters, there is a need to overcome an existing impasse in which large-scale development, in large and predominantly vacant areas currently unserved by public transport, is challenging due to sustainable accessibility concerns, but at the same time provision of public transport has not been previously considered feasible due to lack of demonstrable demand. A further historical barrier to development of a high-quality mass transit public transport solution, has been the lack of an identified funding source and/or financing package for the scheme.
- 3.14 In Autumn 2020, Mott MacDonald was further commissioned by the Council to develop an Outline Business Case (OBC) for the Wirral Mass Transit Network. This work is ongoing and to support this work a project team was established, formed of representatives from Wirral Council, Liverpool City Region Combined Authority and Peel Land & Property. The commission considered two phases:
- Delivery of a Wirral Mass Transit system focusing initially on supporting access to Wirral Waters at North Bank/Tower Road (Phase A). Phase A was agreed by the project team as requiring to be in place by Autumn 2023 to meet the needs of the occupiers of the new developments along Northbank, such as Legacy; and
 - Delivery of an 'Ultimate' Network, extending the outputs of Phase A, to serve the wider Left Bank area, including areas to the south of Birkenhead (Tranmere and Rock Ferry) and to the north of Wirral Waters (Seacombe, Liscard and New Brighton), as well as other areas within Wirral Waters.
- 3.15 An important point to note, however, is that as part of the options appraisal work the identification of the Phase A mode would not prejudice the mode for the ultimate scheme.
- 3.16 The first stage of the business case process would ordinarily be to complete a Strategic Outline Business Case (SOBC); however, due to the significant amount of work already undertaken through the development of the previous work completed by both Wirral Council and Peel Land and Property, many of the Transport Analysis Guidance (TAG) requirements for an SOBC have already been fulfilled and therefore it was agreed that the scheme proceeded immediately to OBC stage for the initial phase of the Wirral Mass Transit Network. There was, however, a requirement to 'fill gaps' between the requirements for an SOBC and OBC, and this required the completion of three accelerated studies:

- Funding and Finance study looked at ways in which funding and revenue can be generated for the scheme and the various options for financing this;
- Demand Study looked at the potential demand that may be generated to use the proposed network in terms of current and newly generated development trips; and
- Options Appraisal Report (OAR) which forms a key initial stage of the Outline Business Case process and provides a comprehensive and clear answer on the ultimate preferred option for the Wirral Mass Transit Network, in terms of mode, route choice and type of system. The OAR also facilitates the progression of multiple dependent stages of work including a parallel Engineering Study and the other OBC components in progress.

Emerging Study Outputs-Evidence Review

3.17 The business case work collected during the initial Stage 1 (Accelerated Studies) workstreams, and the analysis and appraisal work undertaken, have allowed the project team to form a preferred scheme for a preferred mass transit solution in Wirral. This is summarised as follows:

3.18 Objectives:

The Mass Transit system for Wirral's Left Bank area should:

- Generate inward investment to the area;
- Generate sufficient capacity to support planned economic development, creating new transport capacity to serve development sites currently underserved by the existing network;
- Increase connectivity to, from and within the area;
- Provide attractive, sustainable alternatives to the private car;
- Integrate with, and complement, existing modes of transport including Merseyrail, local bus services, and walking and cycling networks;
- Improve safety, and the perception of safety, for people travelling within the area; and
- Engender transformational change in the quality of environment and the means of movement in the area.

3.19 Funding and Finance Study:

- Funding for the ultimate system is likely to be composed of part government funding (potentially devolved to the City Region Combined Authority), part direct City Regional funding, and part local developer, resident or user contributions;
- There is no current funding source identified for the central or regional government grant components (although there may be potential to access funding from the recent Bus Back Better Strategy funding and other potential sources concerned with levelling up and COVID recovery); and
- The local funding component is most likely to be sourced from developer contribution mechanisms as a result of land value uplift associated with the scheme.

3.20 Demand Study:

- Prospective demand numbers for the system are potentially significant but are reliant, in the early years, on established development trips as well as new development. This implies an incremental approach to delivering system capacity is required;
- The demand numbers in the short-term (development build-out up to 2025 – noted as a high side assumption for the targeted delivery date of 2023 for Phase A (short-term)) are capable of being accommodated by a range of modes including bus-sized vehicles on a relatively high frequency, intensive route; and
- An attractive, rubber-tyred transit solution, supported by improvements to walking, cycling, stop environment and public-realm would appear to be very capable of serving the short-term 'Phase A' requirements.

3.21 INSET Sifting:

- The long-term mode appraisal has led to the conclusion that the ultimate mode should be a high-quality, tram-type vehicle, with a Trackless Tram scoring most highly due to flexibility, and relatively advantageous cost and deliverability considerations;
- A fixed tram-link has not been ruled out, but an engineering study is required to understand the relative feasibility of this compared to more flexible modes;
- Removing uncertainty over works required on bridge crossings would be key;
- The long-term routeing appraisal suggests a wider network extending to New Brighton via Liscard, Seacombe Ferry, Cammell Lairds via Hind Street and between Conway Park and Wirral Waters via Dock Branch Park;
- The short-term mode appraisal has found that tram-type modes are not considered to be deliverable to meet short-term timescales of 2022-2023 (to serve new development) and thus a rubber-tyred bus-based solution is more deliverable for this timescale, supported by improvements to walking, cycling, public realm and stop environment;
- The short-term solution should be incrementable, scalable and convertible to the ultimate longer-term solution, with the maximum of efficiency and with investments made in the short-term providing meaningful and long-lasting benefits; and
- The priority linkages for the short-term network include Woodside/Hamilton Square, and Conway Park/Europa Boulevard to Tower Road and Northbank, but should also complement and enhance the existing services that provide access across Wirral Waters towards Seacombe, Liscard and New Brighton, to capitalise on the significant existing bus markets that exist through these corridors and can underpin the early viability of the network.

3.22 Mass Transit Phase A (Short Term)

Phase A is envisaged as the first phase of the Wirral Mass Transit system rollout and has been devised to address the requirements of new development likely to be in place by 2023 and shortly thereafter. This new development is, from the demand study work, expected to be concentrated in and around the Northbank and Tower Road areas of Wirral Waters, with the Eureka! museum development at Seacombe and certain new residential and commercial development within Birkenhead town centre and Wallasey. It is proposed that Phase A Mass Transit will include:

- A full re-cast of the existing bus network serving Wirral Waters to create three new bus-based mass transit routes. This would be accompanied by a newly branded network and a new network map and information portfolio;
- New vehicles, currently envisaged to be similar to Belfast Glider although these could incorporate the latest Hydrogen technology currently being procured by Merseytravel for their fleet as a zero-emission solution;
- A series of green Mobility Hubs to replace bus stops within the central part of the network and to provide an elevated, attractive, legible and integrated multi-modal approach to sustainable transport within the area;
- A micro-mobility offer of an e-cycle and potential e-scooter scheme across the Left Bank area, including at the new mobility hubs, with consideration of innovative models of incentivised or subsidised deployment or pricing;
- Public realm, route and signage enhancement linked to the walking and cycling strategy; and
- Elements of on-street transit priority at key pinch points.

3.23 The key concept of Phase A is to provide fully zero emission vehicles that look and feel as high quality as a tram, with easily recognised branding and infrastructure to attract and serve new users effectively. Appendix 2 shows an example of the type of new vehicles that could be dedicated for this purpose, the Glider service provided by Translink in Belfast, as featured in the DfT Bus Back Better – National Bus Strategy for England.

3.24 Work on the development of the business case for the Phase A Mass Transit System is ongoing and completion of the business case is expected in early 2022.

Mass Transit Ultimate Network (Conversion of the Short Term Network)

3.25 During future phases of the Wirral Mass Transit delivery, we envisage that the Phase A system will convert in phases to the ultimate envisaged mode, and the development/expansion of the network, including the use of further key off-street alignments around the network. This is anticipated to commence when the anticipated level of new development/demand becomes certain enough to justify the investment.

3.26 The options appraisal process, for both the modes and routes in all phases, was undertaken using Mott MacDonald's in-house Investment Sifting and Evaluation Tool (INSET), which is based on Green Book compliant Multi-Criteria Decision Analysis (MCDA). Overarching themes and assessment criteria were agreed by the project team and the sifting process identified Trackless-Tram as the highest scoring mode for the Ultimate Mass Transit Network. This was closely followed by other steel wheeled modes varying in capacity, length and cost characteristics only. The Trackless-Tram represents a rubber-tyred version of a tram, capable of running on highway or dedicated priority running space. Weighting scenarios, where deliverability is weighted more highly, showed that bus-based modes, micro-mobility (e-bicycle/e-scooter) and active travel modes also scored well.

3.27 Further exploration, through the business case process and associated feasibility studies, is required to confirm the preferred mode and routes for the ultimate network solution for Wirral Mass Transit.

Bus Service Improvement Plan (BSIP)

- 3.28 In February 2020, the Prime Minister announced £5 billion of new funding to overhaul bus and cycle links for every region outside London. This 5-year funding package has subsequently been followed by the launch of a new Cycling Strategy 'Gear change: a bold vision for cycling and walking' in summer 2020 and a new long-term strategy for buses in England 'Bus Back Better' published by the Department for Transport published in March 2021.
- 3.29 'Bus Back Better', the new long-term strategy for buses sets out the vision and opportunity for delivering improved bus services for passengers across England, with the aim of getting more people travelling by bus, first back to pre-COVID-19 levels and then to exceed these levels, through making 'buses more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper'. The strategy follows and builds on the Government's February 2020 £5bn commitment to support bus and cycling improvements, with £3bn of this earmarked for improving buses outside of the capital. The remaining £2bn of the government's £5bn 2020 funding commitment is targeted towards greener, active travel, such as walking and cycling.
- 3.30 The £3bn bus funding commitment announced in February 2020 will initially be invested in:
- Supporting new and increased services – with at least £300m of funding to support the sector recovery from the pandemic in 2021/22;
 - Giving Local Transport Authorities (LTAs) the skills and people they need to deliver this strategy – with £25m of the £300m allocated in 2021/22;
 - Bus priority schemes to speed up journeys – with the first schemes delivered in 2021/22; and
 - Accelerating the delivery of zero emission buses with £120m in 2021/22.5
- 3.31 Whilst it has not yet been announced how this funding will be allocated, the 'Bus Back Better' strategy document does set out a series of commitments and plans that LTAs and bus operators must make in order to access the transformational funding from April 2022. As part of this process, the submission of a Bus Service Improvement Plan (BSIP) is required to be submitted by the LCRCA in October 2021. The BSIP requires local transport authorities to work with bus operators to come up with bold plans for improving their local bus services and encouraging more people to use them.
- 3.32 Of particular relevance for the proposed Wirral Mass Transit scheme, the Bus Back Better strategy confirms its support for Bus Rapid Transit (BRT) and other schemes which sit between conventional bus and light rail, citing the opportunity that such schemes offer in bringing the benefits and user experience of light rail but at a much lower cost. The Bus Back Better strategy states:

'BRT could be a game-changer for bus networks... We think Glider-style BRT has great potential, and our ambition is to see the development of proposals for up to five Glider-style systems in England's towns and cities. We will work with local authorities and operators as local Bus Service Improvement Plans are produced to identify potential locations for system trials. These services could be protected from other competition

through bus franchising powers (which are flexible and can cover routes at a local level, not just wider geographies) – so they could be tendered like rail or light rail services.'

- 3.33 Whilst exact details about how the national bus funding will be allocated, and more detailed timescales are yet to be announced, including those aspects specific to the targeted five BRT systems, this funding source appears well-aligned to the proposed Wirral Mass Transit scheme. The project team continues to meet regularly with LCRCA, regarding the allocation and submission requirements to access this funding as part of its BSIP submission in October 2021, to ensure that the Phase A components of the Wirral Mass Transit scheme are suitable for funding and the LCRCA are proposing to include Wirral Mass Transit Phase A within the BSIP to demonstrate the LCRCA's level of ambition in this area.
- 3.34 This fund is less likely to be suitable for future phases of the Wirral Mass Transit solution, given lead times for their development. However, this potential funding source demonstrates the government's ongoing support for BRT schemes, which is an encouraging indication that similar funding pots will be made available in the future which may better suit the timescales for delivery of future phases of the proposed Wirral scheme, and we will continue to monitor this closely.

Programme

- 3.35 The key milestones and headline dates for the Wirral Mass Transit study are currently anticipated to be as follows:
- **September 2021** – appoint Multi-Disciplinary Consultant and Architectural Consultant.
 - **October 2021** – indicative results of Value for Money case of Phase A.
 - **October 2021** – LCRCA to submit Bus Service Improvement Plan to DfT, to include Capital Funding Bid for Phase A.
 - **November 2021** – issue draft Strategic Case for the Ultimate Mass Transit Network.
 - **November 2021** – issue draft Economic, Financial, Commercial and Management Cases for Phase A.
 - **December 2021** – issue final Five Case OBC for Phase A.
 - **October 2021 to January 2022** – Ongoing work to include responses to clarifications from DfT, updates to the Phase A OBC and Ultimate Mass Transit Network Strategic Case, and support with Wirral Council Gateway Submission; and
 - **January 2022 onwards** – further work, as required, through the procurement of the construction contractor and subsequent delivery phases.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The development of the business case work has been funded by the LCRCA. Funding to progress the Engineering Study has been identified through the Capital Programme. No further funding is required at this stage. Any further funding required would be the subject of a future report to Members.
- 4.2 Currently there is no identified funding stream for delivery of Wirral Mass Transit Phase A or 'ultimate network'. However, inclusion within the LCRCA BSIP

submission may provide an opportunity to access funding for Phase A of the Wirral Mass Transit Network.

- 4.3 No information is yet available regarding the capital costs of the short-list of options being considered for either the initial phase (Phase A) or future phases (ultimate network). This detail is currently being developed as part of the Financial Case being prepared for the initial phase (Phase A) of the scheme.
- 4.4 Looking further ahead, an understanding of the capital costs of the proposed options for the ultimate, core mass transit solution will also be required as the future phases of the scheme progress, so that it is possible to ascertain the affordability and true funding requirements of a preferred option for the full scheme. Further work will be required to establish this information.
- 4.5 From the work undertaken to-date it is currently anticipated that the scheme will likely require a funding package based on multiple sources, which could include for example:
- Central government funding;
 - Local government or devolved city region grant funding;
 - Locally raised revenues; and
 - Developer contributions.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council has statutory duties as defined by the Highways Act 1980, Road Traffic Regulations Act 1984, Road Traffic Act 1988, Local Government Act and the Traffic Management Act 2004. Any Mass Transit System operating on highway would require technical approval by the Interim Assistant Director – Highways & Infrastructure to ensure these statutory duties were complied with.
- 5.2 There are sections of the proposed route and areas where the mobility hubs may be located which are outside the highway boundary and in the ownership of Peel Land and Property. The Council is currently in discussions with Peel Land and Property regarding these sections, which it may be beneficial for the Council to adopt as part of the highway network. A legal process would be required to enable this adoption to take place.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 A joint project team, led by Wirral Council, has been established involving officers from the LCRCA and Peel Land & Property. Existing staff resources across both Neighbourhood Services and Regeneration and Place Directorate will support the development of the project, with additional resource required from specialist transport business case advisors.

7.0 RELEVANT RISKS

- 7.1 Failure to agree to the inclusion of the Wirral Mass Transit to be submitted in the LCRCA BSIP could be impact on the successful delivery of the Birkenhead 2040 Framework and the emerging Local Plan. Mass Transit is identified as a catalyst project to support regeneration across Left Bank.

- 7.2 Failure to secure funding for delivery of the Mass Transit network. Government strategy supports sustainable travel and increase use of public transport. The 'Bus Back Better' strategy demonstrates the ambition of Government in this area. By advancing business case development it is considered that any future funding bid has a greater chance of success as Government and the LCRCA place a considerable amount of emphasis on assessing funding applications on deliverability.
- 7.3 Failure to secure funding to progress Phase A in the required timescales to meet the occupation of the Northbank developments in Autumn 2023. The Council will work closely with the LCRCA to explore alternative funding opportunities.
- 7.4 Failure to secure support from the stakeholders. Extensive work has been undertaken to date with the LCRCA and wider stakeholders as part of the development of the Birkenhead 2040 Framework. Further work will be undertaken as part of the further business case development.
- 7.5 Failure to secure land required, that is currently outside the adopted highway. The council will continue to negotiate with any landowners to seek agreement that the land will be transferred to the Council for the purpose of the delivery of the Mass Transit System.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Wirral Council has a statutory consultation process that is required for the undertaking of work on the adopted highway which will require public consultation.
- 8.2 Consultations will be undertaken in accordance with the following guiding principles:
- 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; and
 - 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.
- 8.3 Detailed engagement has been undertaken in the development of the preferred option including LCRCA and Peel L&P. Both the LCRCA and Peel L&P have attended project team meetings and have actively contributed to the work which has led to the identification of the preferred option for both Phase A and the ultimate network. The project team will continue to meet regularly as we move through the next stages of business case development.
- 8.4 The Wirral Mass Transit project is one of the catalyst projects identified in the Birkenhead 2040 Framework which was consulted on in early 2021. The project was positively received as part of this wider consultation and the development of a project specific public consultation strategy will be undertaken during the next phase of the project.

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 Council has an obligation under the Equality Act 2010 and the Public Sector Equality duty (Sect 149 2011) to show due regard to the duty and show due regard to mitigate any negative impacts that may affect people with protected characteristics under the Act.
- 9.3 Whilst there are no equality implications arising from this report, the associated actions arising from the delivery may need to assess any equality issues and mitigate any negative impact that may emerge.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The project will enable increased numbers of journeys to be undertaken by sustainable modes, therefore reducing resident's reliance on the private car and reducing carbon emissions. Increasing cycling and walking and modal shift to public transport will help combat climate change. By encouraging and enabling people to travel more on foot and by cycle instead of private car harmful emissions will be reduced. Promoting active travel can result in reduced emissions of Nitrogen Dioxide (NO₂), particulate matter (PM) and CO₂ helping to tackle climate change and improve air quality.
- 10.2 The provision of a high-quality public transport scheme will deliver increased levels of sustainable travel required to address the Climate Emergency and the target in the Cool2 Strategy to 'a complete transition to fossil fuel free local travel by around 2030'.
- 10.3 The provision of a mass transit system will reduce current and future congestion in Wirral. By reducing standing traffic, there will be reductions in Nitrogen Dioxide (NO₂), particulate matter (PM) and CO₂ compared to the 'Do Nothing' scenario.
- 10.4 Wirral Mass Transit seeks to address issues with integration between modes by improving the interchange and better linking key hubs such as rail and bus stations to residential areas and employment sites. Making public transport more attractive is key to enabling modal shift.
- 10.5 Providing a holistic network, by integrating with other modes of transport and active travel, should make non-car journeys more efficient and viable. By reducing the number of private vehicles on the road, the network carrying capacity will increase and public transport can run efficiently and punctually which will improve the utility and attractiveness of the public transport network to residents, commuters, and visitors alike.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 The Mass Transit System is a catalyst project within the Birkenhead 2040 Framework and emerging Local Plan. In this context it is part of a wider regeneration programme to deliver a prosperous, inclusive economy to benefit local residents.
- 11.2 The Consultant commissioned to undertake the development of the OBC has produced a social value plan and is committed to working with the Council. This plan is provided at Appendix 3.
- 11.3 The project supports the reduction in energy consumption as it will support the Cool 2 target of 'a complete transition to fossil fuel free local travel by around 2030'.
- 11.4 Through any future procurement exercises we will be looking to maximise further social value activity through creation of local employment and training.

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APPENDICES

- Appendix 1 Wirral Mass Transit Delivery Strategy
Appendix 2 Belfast Glider Vehicle, Stop Infrastructure and Road-Space Allocation
Appendix 3 Mott MacDonald Social Value Plan

BACKGROUND PAPERS

Wirral Plan 2025

[Wirral Plan 2025 - Wirral Intelligence Service](#)

Gear Change Plan for Cycling and Walking – Department for Transport July 2020

<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

Bus Back Better – Department for Transport March 2021

[Bus Back Better \(publishing.service.gov.uk\)](#)

Birkenhead 2040 Framework

[Birkenhead 2040 Framework | www.wirral.gov.uk](#)

Draft Wirral Strategic Transport Framework Action Plan 2018

[Draft Wirral Strategic Transport Framework Action Plan 2018 | www.wirral.gov.uk](#)

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
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None	
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Appendix A Wirral Mass Transit Delivery Strategy Report



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Appendix B Belfast Glider Vehicle, Stop Infrastructure and Road-Space Allocation



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Appendix C Mott MacDonald Social Value Plan



Wirral BC - Strategic Transport Framework - Fusion 21 Social Value Plan - Mott MacDonald

Project:	Wirral Strategic Transport Planning Partnership Framework / Fusion21	
Our reference:	N/A	Your reference: N/A
Prepared by:	Chris Hardwick	Date: 05/03/21
Approved by:	Chris Hardwick	Checked by: Caroline Sherratt
Subject:	Social Value Plan	

1 Introduction

Social impact and inclusion are increasingly becoming part of the standard vocabulary in the infrastructure and engineering sectors. More and more, our clients are requiring us to deliver socially responsible, inclusive and community-focused projects. The Public Services (Social Value) Act 2012 ('the Act') became effective on 31st January 2013. The Act makes it a statutory requirement for public authorities to have regard to economic, social and environmental wellbeing in connection with public services contracts and framework agreements and requires public authorities to understand how suppliers of public service contracts will act in securing improvement to economic, social and environmental outcomes.

Our understanding of social value (SV) recognises that responsible procurement balances value for money with economic, environmental and social wellbeing. Value is therefore judged on price and context based on delivering the greatest benefit for the greatest number. Social value is intrinsically interwoven into our overall project delivery approach. Our cross cutting social practice drives thought leadership, measures progress against the UN Sustainable Development Goals and embeds SV principles and outcomes in all our client project work. Delivering SV is a defining principle and value proposition of our employee owned business. The UN Sustainable Development Goals are shown below.



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ECONOMY, REGENERATION AND DEVELOPMENT COMMITTEE

Wednesday, 29 SEPTEMBER 2021

REPORT TITLE:	PROPERTY DISPOSALS
REPORT OF:	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

This report seeks approval to the disposal of three of the Council's property assets.

This matter affects the Oxton, Eastham and Rock Ferry Wards and is a key decision.

RECOMMENDATION/S

It is recommended that the Economic, Regeneration and Development Committee requests that Policy and Resources Committee approves that:

- (1) 27 Balls Road, Oxton be declared surplus to requirements and authority be given to the Director of Law and Governance, in consultation with the Director of Regeneration and Place, to arrange for its marketing by auction and subsequent sale on the terms described in paragraphs 3.2 and 3.3. of this report;
- (2) Plymyard Cemetery Lodge, 996 New Chester Road, Eastham, be declared surplus to requirements and authority be given to the Director of Law and Governance, in consultation with the Director of Regeneration and Place, to arrange for its marketing through a local estate agency on the terms described in paragraphs 3.4 and 3.5. of this report;
- (3) In the event that a sale of Plymyard Cemetery Lodge through an estate agency is not achieved expeditiously, the Director of Law and Governance, in consultation with the Director of Regeneration and Place, be authorised to arrange for its marketing by auction and subsequent sale on the terms described in paragraphs 3.4 and 3.5. of this report;
- (4) The Director of Law and Governance, in consultation with the Director of Regeneration and Place be authorised to secure the sale of the Laser Engineering Centre to the current tenant, for £340,000 (excluding VAT) plus fees of £1,500.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To meet targets for the generation of capital receipts from the sale of property assets and to dispose of surplus and non-operational assets.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 The other option is for the Council to retain ownership of these properties. However the properties have been considered by the Council's Capital and Assets Group and no alternative requirements by the Council were identified, consequently disposal is the preferred option.

3.0 BACKGROUND INFORMATION

- 3.1 Set out below is the description and background to three properties which have been identified for disposal. Each has been considered by the Capital and Assets Group with an officer recommendation that they be sold to generate capital receipts which have been factored into the Council's financial forecast.

27 Balls Road

- 3.2 The property is located approximately opposite to the Williamson Art Gallery and is shown as the Appendix 1 plan. It was constructed around 1900 as a purpose built 3 storey house with basement, with a more recent outrigger added to the rear. The property is currently laid out with 7 bedrooms, 3 kitchens, 2 bathrooms, 2 offices, 1 lounge and basement storage. The property is now vacant, having previously been used for supported Living accommodation for adults with learning disabilities.
- 3.3 In order to secure a sale this financial year it is proposed that the property is sold by auction. The auctioneer has suggested a guide price for the disposal of this property in the range of £150,000 - £175,000, although a reserve sale price will be set prior to the auction by the auctioneer, based on the level of interest generated.

Plymyard Cemetery Lodge

- 3.4 Plymyard Cemetery Lodge is located at 996 New Chester Road, Eastham on the edge of Plymyard Cemetery directly adjacent to the New Chester Road entrance and is identified on the Appendix 2 plan. The lodge was the original gate house for Plymyard House and constructed in the 1800s. The house and grounds were purchased in 1938 with the main house being demolished in the 1960s. The grounds of the house are now Plymyard Cemetery and Plymyard Allotments. Although located on the New Chester Road adjacent to the Cemetery gates (which are now only used for pedestrian access) vehicular access to the lodge is from Bridle Road. The detached lodge comprises 2 reception rooms and a kitchen on the ground floor and 2 bedrooms and a bathroom upstairs, with an enclosed rear garden. The lodge is one of only a few residential properties which were retained by the Council following the transfer of its housing stock to Wirral Partnership Homes (now Magenta Living). Magenta Living managed the tenancy of this property until it became vacant.

- 3.5 Given the unusual nature of the property it is proposed that a local agent be instructed to market the property on the Council's behalf in order that prospective purchasers can fully consider its individuality and location. The agent has suggested an asking price in the region of £180,000 to £220,000 but will undertake to agree a sale at market value. In the event that a sale through an agent cannot be achieved in a suitable timeframe it is proposed that the opportunity be retained to offer the property for sale by auction to attempt to secure a capital receipt this financial year. Similar to the property above the auctioneer would recommend a reserve sale price based on the level of interest prior to the auction although this is likely to be lower than the indicated asking price of the estate agent due to the nature of the property.

The Former Laser Engineering Centre

- 3.6 The Laser Engineering Centre is identified on the Appendix 3 plan and occupies a plot of approximately 2,697 sqm. The property was previously a training centre for Cammell Lairds but was acquired by the Council in 1997 and converted to a laser engineering facility for the University of Liverpool for research and development of laser equipment. The University of Liverpool vacated the building and it was subsequently leased to Quinnovations on a 7 year lease at a rent of £28,000 ex VAT per annum.
- 3.7 This property is part of a list of assets, presented to the Council's Capital and Assets Group, which have been identified for sale to meet targets for the generation of capital receipts. At a similar time to identifying this property for disposal, the lessee approached the Council with a request to purchase the Council's freehold interest. This would afford the tenant more security to establish its base which it intends to develop. In support of the request to buy the property, the lessee set out some of its activities and ambitions as follows:

In response to Covid-19, Quinnovations has developed an agile response to emerging community needs and has enhanced the primary vision for the building utilisation. Innovative projects which focus on the environment will remain at the forefront of project development within the Laser Centre; however, I have also expanded our offer to help address the emerging critical social needs within the Wirral.

I have taken a collaborative approach with local partners to serve the needs of local charities, such as NEO and Hype Cycling, who are now based within the Laser Centre. Both of these companies make a massive impact to people on the Wirral, by distributing food hampers to those in need and providing bicycles for key workers and those in need of transport to provide accessibility to vital services.

Merseyside Community Training (CIC) is part of Quinnovations Group and has been delivering virtual mentoring sessions from the building for unemployed individuals on behalf of DWP. We are currently working with DWP to look at the feasibility of setting up a multi-agency hub for Wirral within the building to enhance support and employment opportunities for unemployed adults living in Wirral. We will encourage more local charities and businesses to collaborate with the hub.

Additionally, a young entrepreneurs programme for socially disadvantaged young adults will be rolled-out and will measure and publish the social and environmental impact of all projects delivered within the building on an annual basis.

To summarise, my intent is to grow a long-term sustainable business for the benefit of Wirral community and its environment in the most cost-effective manner, whilst providing greater control and freedom for its beneficiaries and stakeholders.

- 3.8 A sale price in the sum of £340,000 (excluding VAT) plus fees has provisionally been agreed with the lessee. This figure is considered to be market value and has been independently ratified by a local commercial property valuer.
- 3.9 The proposed disposal of these properties has been considered and endorsed by the Council's Capital and Assets Group and the potential receipts have been factored into the Council's financial plan.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The sales will generate capital receipts as indicated in the report. The actual sale prices in respect of 27 Balls Road and Plymyard Cemetery Lodge will only be established at the time of sale.
- 4.2 The sale of the former Laser Centre will generate a capital receipt of £340,000 exclusive of VAT plus a contribution towards the Council's costs. The receipt will be in lieu of the annual rent of £28,000.
- 4.3 The estate agent and auctioneer costs will be deducted from the sale prices.
- 4.4 The receipts from these sales will contribute towards the capital receipts target contained within the current budget.

5.0 LEGAL IMPLICATIONS

- 5.1 The Council is obliged to obtain the best price reasonably obtainable under s 123 of the Local Government Act 1972. In respect of 27 Balls Road and Plymyard Cemetery Lodge, these will be marketed to demonstrate market value. In the case of the former Laser Centre, the negotiated price is believed to reflect market value and has been endorsed by an independent valuer.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 There are no IT or staffing implications arising from the disposal of this land.
- 6.2 The asset implications are the subject of this report.

7.0 RELEVANT RISKS

- 7.1 Failure to conclude the sales will impact on the anticipated capital receipts programme.

- 7.2 When selling by auction reserve sale prices will be set based on the recommendation of the auctioneer. Should bidding not meet or better the reserve, the sales will not proceed.
- 7.3 The Laser Engineering Centre benefitted from European Regional Development Funding in 2006 under the project heading "Engineering and Construction Centre". The total grant was £890,652 but with a maximum re-payable element in the sum of £545,652 should the terms of the grant fail to be complied with. The repayable element is also based on a diminishing scale over the 20-year life of the grant. On the face of it, the terms of the grant will still be met by the current occupier but will be subject to verification by the grant funding body. There is therefore a risk that the grant funding body may take a different view and an element of the grant will be repayable. This would, however, be the case whether or not the Council sells the freehold. If the Council sells the freehold there will at least be a capital receipt in place to cover the clawback.

8.0 ENGAGEMENT/CONSULTATION

- 8.1 There are no engagement or consultation implications arising from the proposals set out within this report.

9.0 EQUALITY IMPLICATIONS

- 9.1 There are no implications relevant to equality arising directly from this report.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The sale of these properties will not have any direct implications for the environment or climate.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 This report seeks to dispose of surplus assets which will bring them back in to use.

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APPENDICES

Appendix 1 - Plan for 27 Balls Road, Oxton
Appendix 2 - Plan for Plymyard Cemetery Lodge
Appendix 3 - Plan for Laser Engineering Centre

BACKGROUND PAPERS

Marketing advice from the agent and auctioneer.
Independent valuation appraisal

SUBJECT HISTORY (last 3 years)

Council Meeting	Date



Production Date: 12th August 2021

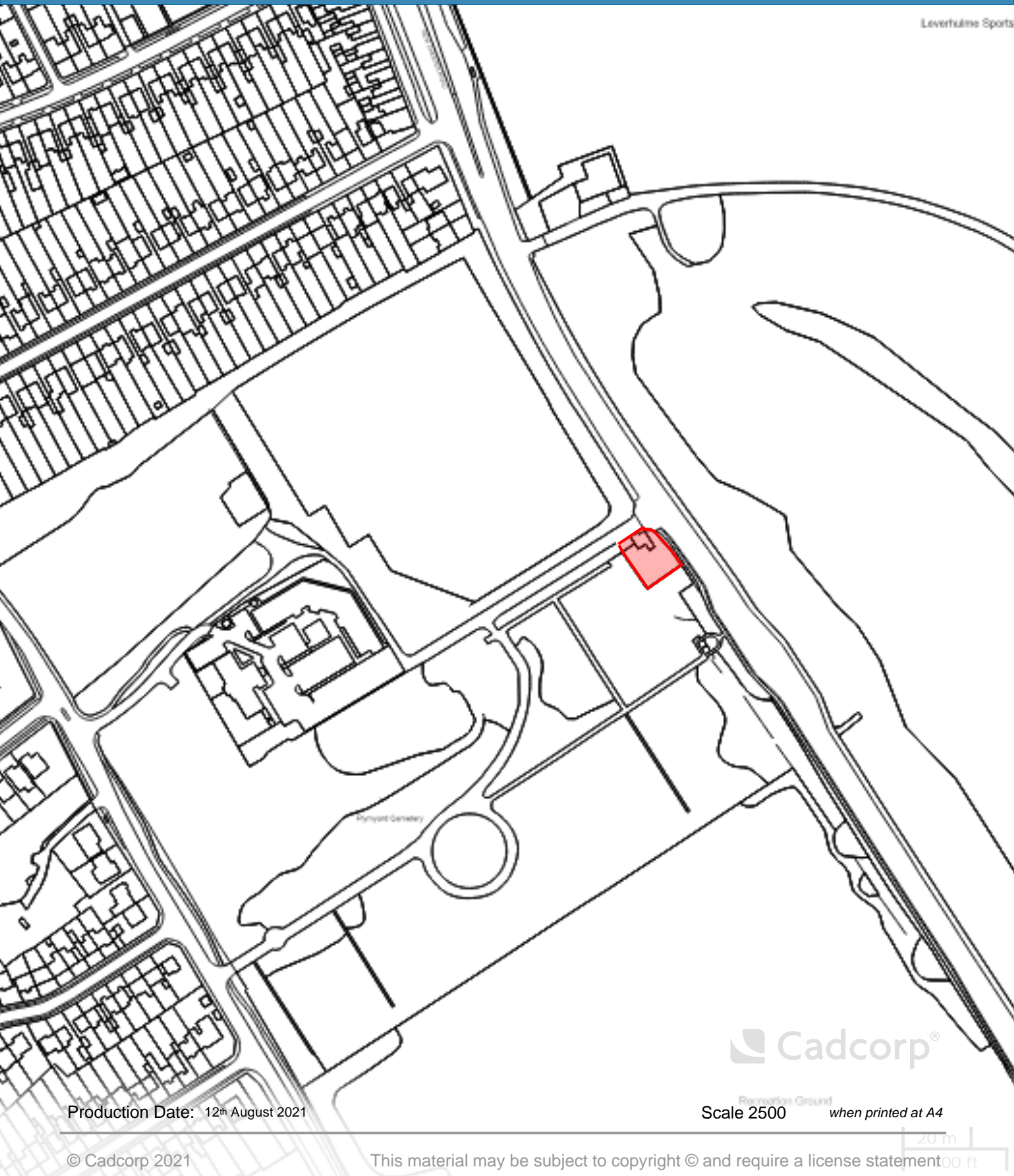
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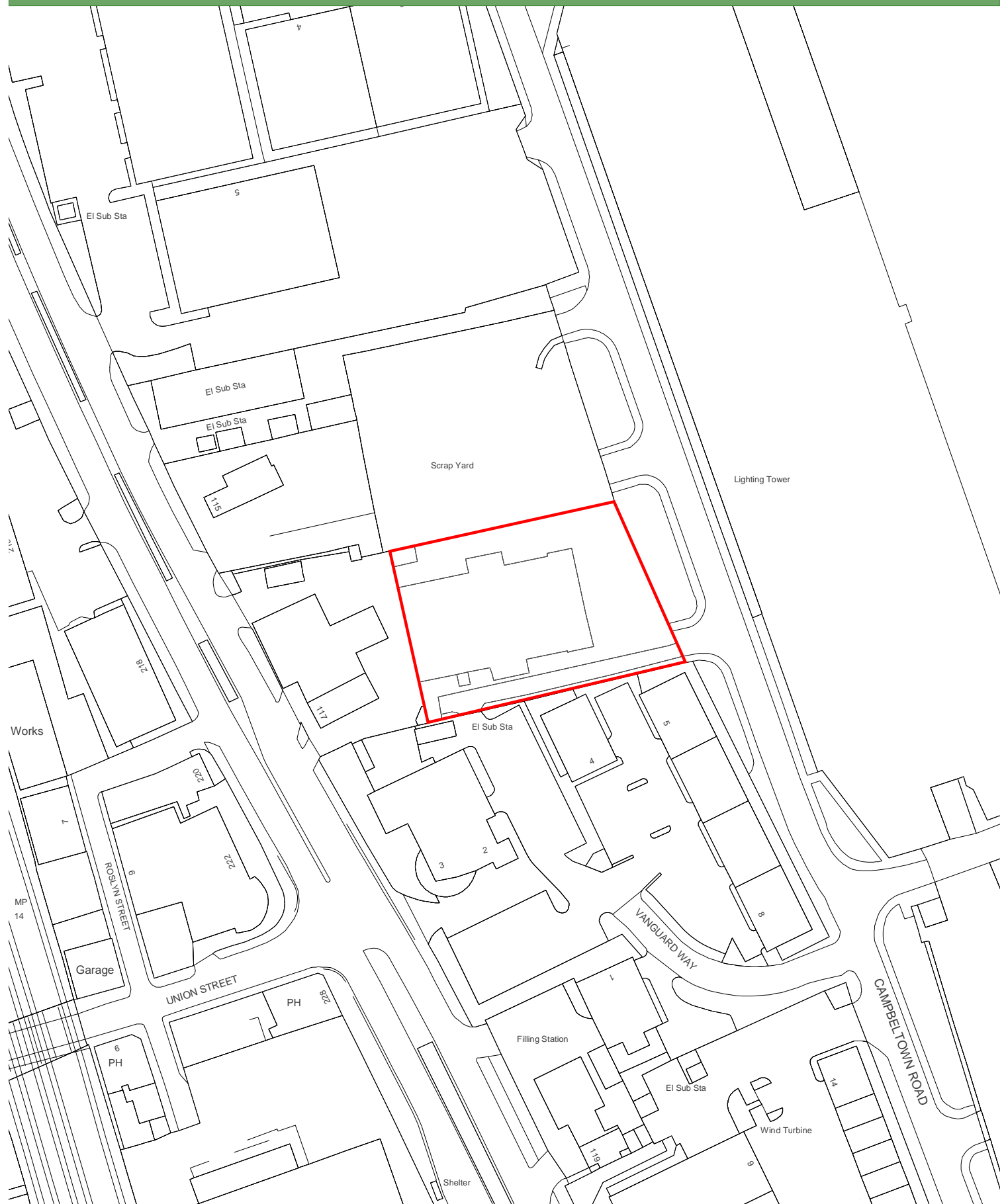
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ECONOMY, REGENERATION AND DEVELOPMENT COMMITTEE

Wednesday, 29 September 2021

REPORT TITLE:	DOMINICK HOUSE, LISCARD
REPORT OF:	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

The purpose of this report is to provide some background to matters relating to Dominick House and inform members of current discussions with the leaseholder.

RECOMMENDATION

It is recommended that the Economic, Regeneration and Development Committee notes the current position.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To provide some background to Dominick House and inform members of current discussions with the leaseholder.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Whilst this principally a report that is for noting, the other options are:

(1) For the Council to sell its freehold reversion interest to the lessee. This could leave the Council in a position in which, save for its planning powers, it would have no or limited control over the future use of the property; or

(2) for the Council to seek to acquire the leasehold interest which would then merge with the freehold. This option is not being pursued as the parties cannot reach a satisfactory agreement as to valuation.

- 2.2 If the Committee were minded to approve either of the above alternative options any decision in that regard would need to be referred as a recommendation to Policy and Resources Committee.

3.0 BACKGROUND INFORMATION

- 3.1 Dominick House is a five-storey office building which is shown edged red on the appended plan. The property was constructed around 1970 and is centrally located in Liscard adjacent to the Cherry Tree shopping centre. The Council owns the freehold interest of the property, but the building is held on a long lease which is now owned by Prospect Estates. The lease was granted on 1st July 1970 for a term of 99 years and currently attracts a rent of £16,727 p.a.
- 3.2 The building, which comprises approximately 22,580 sq ft of offices, was built by the original lessee. From construction until 2018 the building was occupied by way of a sub-lease by the Secretary of State for Communities and Local Government but following its vacation, has remained vacant since. The nature of the building has meant that it is now not readily lettable as offices to a single occupier and marketing efforts by the previous lessee have demonstrated that there would be no demand for this use. The current lessee advises that it has stripped out the building in anticipation of a conversion to residential use.
- 3.3 The Council's freehold interest in this property has previously been identified for a possible sale to generate a capital receipt. The lessee, Espalier Property Project 008 Ltd, expressed an interest in acquiring the Council's freehold which would enable it to combine the interests to give it an unencumbered ownership which would enable more flexibility in any future plans. Consequently a sale price in the sum of £230,000 was agreed and Cabinet Member approval to the sale was granted in January 2019.
- 3.4 The sale did not proceed and Espalier's interest was later acquired by Prospect Estates which now currently owns the long leasehold interest. Last year Prospect

Estates resurrected discussions around buying the Council's interest and had initially agreed to match the figure accepted by Espalier. Its proposal was to convert the property to residential accommodation and during these discussions it submitted three separate planning applications for prior approval on the site, for conversion to residential units. The applications were for 50, 54 and 70 units respectively.

- 3.5 An outright sale of the Council's freehold interest to the lessee would enable the latter to proceed with the residential conversion. Such a sale would not give the Council any control, outside of the planning powers, over the nature of the conversion. The need for the Council to have control over the nature of any conversion is considered to be critical given the context of the building. There have been numerous discussions with the lessee to try to establish a way of ensuring a suitable redevelopment, including working with a Registered Housing provider, but it has not been possible to devise a mutually satisfactory arrangement. Latterly have been discussions around the Council buying the leasehold interest from Prospect Estates, but the respective opinions of value were some way apart.
- 3.6 As the building is currently vacant and not readily lettable as offices, the lessee is in a position in which it is still obliged to pay rent to the Council, along with other outgoings including rates, insurance, maintenance but is not receiving any income. The tenant is anxious to agree a way forward but is unable to reach a satisfactory commercial arrangement with Council officers.
- 3.7 Alongside these discussions the Council has commissioned a master planning exercise to support the emerging Local Plan which has a focus on Liscard town centre. The draft masterplan indicates that a residential use would be preferable, but with a more interactive use on the ground floor. The master planning exercise has been completed by the Council's consultants and will be submitted for member approval later this year.
- 3.8 The dominant retail facility in the town centre is the Cherry Tree Shopping Centre which recently went into receivership. The receivers are understood to be having discussions with various property developers to consider the future of the centre. Given the location of Dominick House in relation to the shopping centre it is considered preferable for both entities to be considered in the same context. It is suggested that it is in the Council's interest to wait to see what those discussions bring, to determine if there can be a favourable outcome for all parties.
- 3.9 Although the lessee is incurring expenses while these discussions are ongoing and is eager to progress a scheme, the Council has no obligation to sell its interest to the lessee.

4.0 FINANCIAL IMPLICATIONS

- 4.1 The current lease generates an annual income of £16,727.
- 4.2 A capital receipt for the sale of the freehold could, based on the original agreement generate a capital receipt of £230,000, although this would be in lieu of the rent.

5.0 LEGAL IMPLICATIONS

- 5.1 Prospect Estates has the benefit of the 99-year lease as described which gives them security for the term of the lease and possibly beyond.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 There are no IT or staffing implications arising from this report. The asset implications are as described in the report.

7.0 RELEVANT RISKS

- 7.1 A disposal of the Council's interest without any controls, could see an unacceptable re-development of this prominent building. In light of the Council's interest in this building there could be a reputational risk should an acceptable outcome not be achieved.
- 7.2 Inaction by the Council or any delay in coming to a decision could lead to a decline in the condition of the property which could cause the lessee considerable expense or impact on the viability of a scheme which could have a financial risk

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Ward Councillors have been made aware of some of the discussions with the previous lessees. The lessees were also asked to engage with the Council's consultants in the delivery of the Liscard masterplan.

9.0 EQUALITY IMPLICATIONS

- 9.1 This report has no direct equality implications.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 At this stage there are no implications for the environment and climate.

11.0 COMMUNITY WEALTH IMPLICATIONS

- 10.1 The aim of this report is to secure the best possible outcome for the future of this building.

REPORT AUTHOR: **Steve McMorran**
Manager Assets and Surveying

email: stevemcmorran@wirral.gov.uk

APPENDICES

Appendix 1 Plan

BACKGROUND PAPERS

Correspondence relating to previous discussions with the lessee (commercially confidential)

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Disposal of freehold reversionary interest – Dominick House, St Albans Road, Liscard. Delegated Member Decision	5/1/2019

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ECONOMY REGENERATION AND DEVELOPMENT COMMITTEE

Wednesday, 29 September 2021

REPORT TITLE:	SALE OF LAND AT CROSS LANE, WALLASEY
REPORT OF:	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

This report seeks approval for a recommendation to be made to Policy and Resources Committee for the disposal of land at Cross Lane, Wallasey.

The sale will enable West Wallasey Van Hire to meet its expansion needs and will generate a capital receipt.

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

RECOMMENDATION/S

It is recommended that the Economy and Regeneration Committee requests that Policy and Resources Committee approves that:

- (1) the site edged red on the attached plan set out as Appendix 1 to this report, at Cross Lane, Wallasey, be declared surplus to Council requirements.
- (2) the Director of Regeneration and Place be authorised to agree a sale of the site to West Wallasey Van Hire for £150,000 plus £3,000 towards the Council's legal costs and surveyor's fees(3) notices be placed in the local press in accordance with section 122 of the Local Government Act 1972 regarding the intention of the Council to sell land comprising open space and any objections received be considered and determined by the Director of Regeneration and Place, in consultation with the Chair and Spokesperson of the Policy and Resources Committee; and
- (4) the Director of Regeneration and Place be authorised to negotiate a variation of the lease with Forestry England to facilitate an access to the site.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To facilitate the sale of land to West Wallasey Van Hire to enable the Company to meet its expansion needs and to generate a capital receipt from the sale of the land.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Due to the restricted access the site has limited potential. The Council could retain the land, but it is currently unmaintained and underused.

3.0 BACKGROUND INFORMATION

- 3.1 The land which is shown edged red on the plan annexed as appendix 1 has previously been used as amenity space with part being used by Mosslands School as its playing fields. The plan shows the land located adjacent to Ashville football ground with the railway line running to its early border, with Forestry England's land to the south. The site has limited access which is currently provided via the School Lane footpath and underpass. It also suffers from flooding and as a consequence it has not been used as a playing field for decades with Mosslands school having relocated its sporting activities to the neighbouring Wallacre playing fields.
- 3.2 West Wallasey Van Hire (WWVH) is located at the premises shown edged blue on the plan in appendix 1. The premises is located towards the end of Cross Lane and is visible from the motorway link road. It also occupies several sites at various locations in the borough. WWVH has advised that its current main site is being operated at maximum capacity and is inadequate to meet its future growth plans. Consequently, it is considering options to expand and consolidate the business in its current location which would be facilitated by the purchase of the land that is subject of this report. If this is not possible WWVH has stated that due to the lack of alternative sites in Wirral the company may have to look outside of the borough to realise its growth ambitions. Since the company started over 46 years ago it has steadily grown and expanded its operations to become one of the largest independent van hire companies in the U.K. Its Cross Lane site currently employs 280 people, mainly drawn from the local area, in a range of sales, administration and technical roles. The company estimates that a further 250 jobs could be created over the next 5 years if it is able to realise its growth plans.
- 3.3 WWVH is aware that expansion on to the Council's land has a number of challenges but has worked with consultants to try to mitigate them. Their proposal will include the following:
- a. The need to engineer a solution to the water levels on the site;
 - b. The need to create a linked access route from their site to the Council's land via the route shown hatched black on the plan. This land is owned by the Council but leased to Forestry England. The terms of the lease with forestry England will need to be varied to permit the construction of a link road between the two sites. Any special conditions required by Forestry England will be met by WWVH;

- c. Third party pedestrian access through the site will be provided via reserved rights of way to access Forestry England's site and also the playing field identified on the plan;
- d. As part of the planning process WWVH has recognised that the land it wishes to purchase is designated as greenspace in the Council's UDP and has therefore agreed to provide, as part of its planning process for its expansion plans, a commuted sum that would be used to fund works to off-set the loss of the greenspace. Early discussion between WWVH and planning officers have identified a range of options that could be included in a future programme of works including an upgrade to the changing facilities at nearby Wallacre Park as well as providing new drainage infrastructure to upgrade the park's football and rugby pitches. Details of this will be determined as part of the planning process for the new facility.
- e. WWVH has previously secured planning consent (now lapsed) to provide access to its site from the motorway link road. This is a hugely costly proposal that will help address some of the access issues to the site. Should the Council approve the sale of this site, WWVH will resurrect its application to create this access.

3.4 The site in its current status could not be readily sold on the open market due to its lack of access and the restrictions referred to above. In negotiating a purchase price, the Council commissioned a valuation of the land which took in to account the above factors and established a land value in the sum of £150,000. WWVH has agreed to pay this sum plus a contribution towards the Council's legal costs and surveyor's fees. WWVH will sub a detailed planning application for both the expansion land and the new access road. The sale would only complete once full planning is granted. As this will incur significant expenditure by WWVH they would need the confidence that securing planning permission would result in them acquiring the site. It is therefore proposed that, if approved, a contract for sale be entered into which is conditional on the securing of full planning consent.

3.5 The site is open to public access. Accordingly, a proposal to dispose of the land will need to be advertised in the local press in accordance with the Local Government Act 1972. Agreement to disposal on the terms now proposed would be subject to the outcome of the public advertisement period. The sale will result in the loss of amenity space, but the steps required to try to offset the loss of amenity will only be fully determined within the planning process.

4.0 FINANCIAL IMPLICATIONS

4.1 The sale will generate a capital receipt of £150,000 towards the capital receipt target agreed as part of the 2021/22 budget, plus a contribution towards the Council's costs.

4.2 A sale of the site would remove the maintenance liability, albeit relatively minor.

5.0 LEGAL IMPLICATIONS

5.1 The Council is obliged to obtain the best price reasonably obtainable under s 123 of the Local Government Act 1972. To establish best price the Council sought the advice of an external valuer.

5.2 The proposed sale of this open space land will be advertised by Public Notice and any objections will be considered by the Director of Regeneration and Place in consultation with the Chair and Spokespersons of Policy and Resources Committee.

6.0 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

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

7.0 RELEVANT RISKS

7.1 Failure to complete the deal will result in the potential loss of a capital receipt of £150,000. It could also force WWVH to look elsewhere for a location to meet its expansion plans.

7.2 The proposal by WWVH could fail to secure planning consent, in which case the sale would not proceed.

8.0 ENGAGEMENT/CONSULTATION

8.1 The sale of the site will be advertised by way of Public Notice as required under the provisions of the Local Government Act 1972.

8.2 The sale will only take place once WWVH secure planning consent and as such the public will be consulted on the proposed change of use of the land as part of that process.

9.0 EQUALITY IMPLICATIONS

9.1 This report has no direct equality implications..

9.2 Access to the site is currently limited to a single, poorly maintained footpath. As part of the proposed planning application WWVH are proposing to upgrade and light this footpath and create a new link to the remediated Cross Lane landfill. This will enhance the connectivity of the area making it more accessible.

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The sale of this site will result in the loss of amenity space as referred to in the report. The purchaser will be asked to make contributions to the enhancement of other sports and amenity facilities as part of the planning process.

10.2 The purchaser has been made aware of the Council's aspirations to tackle the climate emergency and has offered the following information to be taken into consideration:

In respect of West Wallasey's environmental credentials, we have x5 onsite wind turbines that produce more green energy than we use onsite (displacing more than

50 tonnes of CO2 annually) making us one of the most environmentally sustainable businesses for energy in the country. We are also transitioning our customers across to electric vehicle fleets wherever possible in a drive to net zero emissions.

In conjunction with electric vehicles, we are also in discussion with manufacturers in relation to zero emission hydrogen technology to support businesses that work in heavy industries or remote regions where electric vehicles may not fulfil their requirements. We are independently audited for our environmental management and we are accredited to the internationally recognised ISO14001 standard.

The proposal is for vehicle storage on land adjoining the current West Wallasey's main site. The environmental and community impacts of this proposal have been considered from the beginning of the design process and West Wallasey seeks to incorporate the following, bringing wider benefits across the area:

- *Permeable car parking surfacing and sustainable drainage systems (SuDS) to mitigate flood risk.*
 - *Tree and buffer woodland planting to screen the car park and improve the environmental quality for users of the new footpath.*
 - *Biodiversity will be enhanced on the site through the tree planting and other landscaping as well as the potential creation of new ponds as part of the SuDS proposals.*
 - *Creation of a new footpath (from existing pedestrian entry point under railway line) which will relocate the Public Rights of Way to ensure accessibility is maintained. Furthermore, an additional path will be provided to increase access to the Forestry Commission woodland, situated south of the site.*
 - *Improvement of existing nearby sports pitches as well as off-site improvement of other open spaces, as agreed with Wirral Council officers.*
- Further details of the above will be discussed as the scheme develops, but the overarching principles of the proposal consider the local environment and seek to provide mitigation or enhancement where possible.*

11.0 COMMUNITY WEALTH IMPLICATIONS

- 11.1 The aim of this report is to secure the best possible outcome for the future of this land.

REPORT AUTHOR: **Steve McMorran**
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APPENDICES

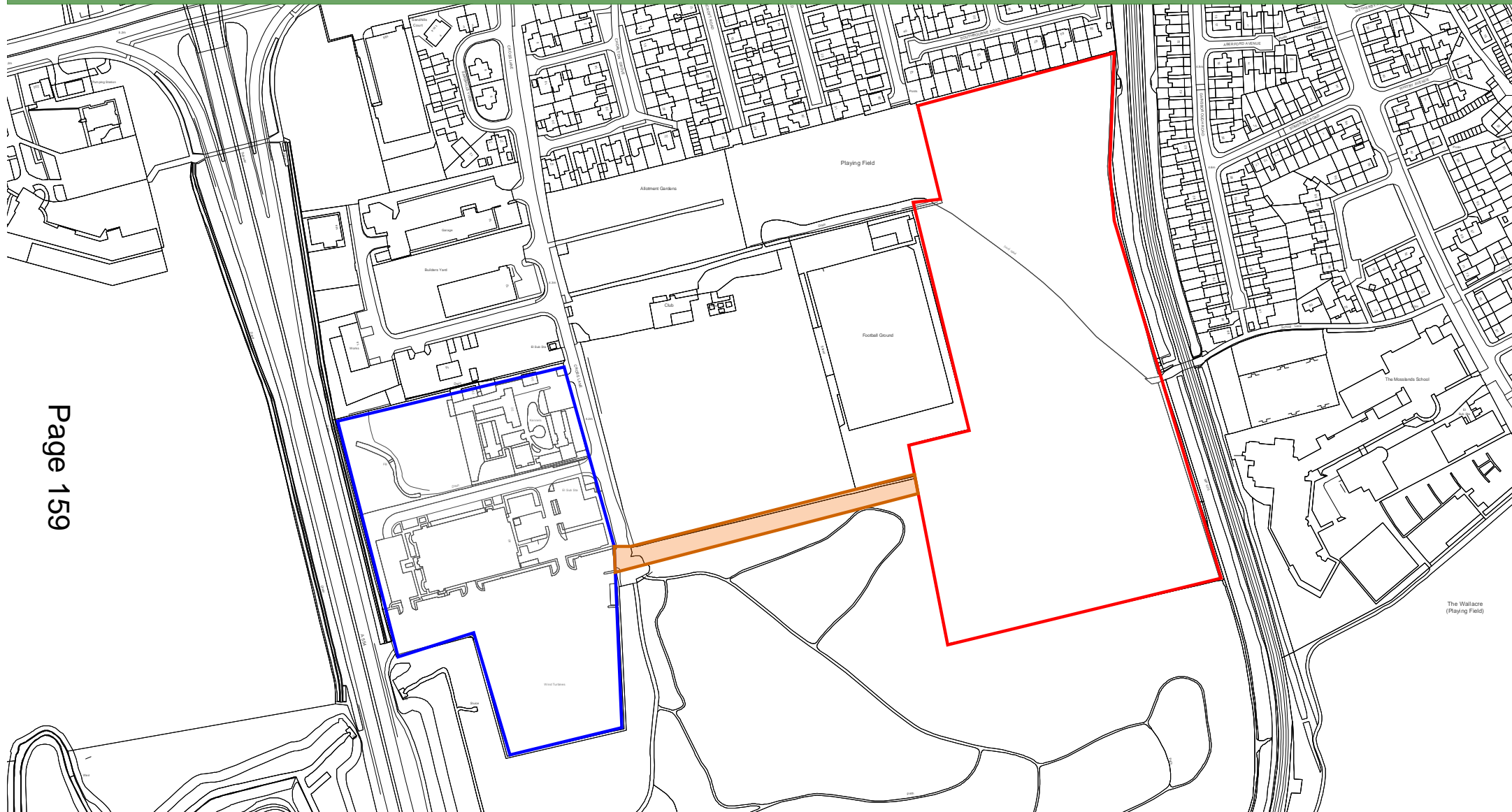
Appendix 1 Site plan

BACKGROUND PAPERS

Negotiated Heads of Terms

SUBJECT HISTORY (last 3 years)

Council Meeting	Date



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ECONOMY REGENERATION & DEVELOPMENT COMMITTEE

Wednesday, 29 September 2021

REPORT TITLE:	QUARTER 1 MONITOR REPORT
REPORT OF:	DIRECTOR OF REGENERATION AND PLACE

REPORT SUMMARY

This report provides a summary of the projected year-end revenue and capital position for Economy, Regeneration & Development Committee as at the end of Quarter 1 (June 2021) of the 2021/22 financial year. The report provides Members with an overview of budget performance to enable the Committee to take ownership of their specific budgets and provide robust challenge and scrutiny to Officers on the performance of those budgets.

The Committee is accountable for ensuring that the committee budgets remain within the relevant envelope and will take collective responsibility via the Policy and Resources Committee to ensure that the whole Council budget remains in balance at all times, by agreeing mitigating actions to bring the budget back in line, should a deficit be forecast.

RECOMMENDATIONS

The Economic, Regeneration and Development Committee is requested to :

1. Note the projected year-end revenue forecast variance of £0.02m favourable position as reported at quarter 1 (Apr-Jun) of 2021-22.
2. Note progress on the achievement of approved savings and the projected year-end forecast position at quarter 1 (Apr-Jun) of 2021-22.
3. Note the reserves allocated to the Committee for future one-off commitments
4. Note the projected year-end capital forecast expenditure position of £17.5m as reported at quarter 1 (Apr-Jun) of 2021-22.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 Regular monitoring and reporting of revenue and capital budgets, reserves, savings achievements and Medium-Term Financial Strategy (MTFS) position enables decisions to be taken faster, which may produce revenue benefits and will improve financial control of Wirral Council.

2.0 OTHER OPTIONS CONSIDERED

- 2.1 Other reporting frequencies could be considered, but quarterly reporting is standard practice.

3.0 BACKGROUND INFORMATION

Revenue Forecast Position

- 3.1 This section provides a summary of the projected year-end revenue position as at the end of Quarter 1, Month 3 (June 2021) of 2021/22 financial year.
- 3.2 As at the end of June 2021, the forecast year-end position for Economy, Regeneration & Development Committee is a favourable variance of £0.02m against a budget of £3.610m.

TABLE 1: 2021/22 Regeneration and Place – Service Budget & Forecast

Objective	Budget	Forecast	Variance (+ Fav, - Adv)		Adv/Fav
	£000	£000	£000	%	
Regeneration	1,573	1,474	99	6%	Favourable
Planning and Building Control	857	929	-72	-6%	Adverse
Special Projects	108	115	-7	-3%	Adverse
Local Plan	400	400	0	0%	
Directorate Surplus / (Deficit)	2,938	2,918	20	1%	Favourable
Support / Admin Building Overhead	672	672	0	0%	
Total Surplus / (Deficit)	3,610	3,590	20	1%	

- 3.3 **Regeneration:** A favourable variance of £0.099m is reported for 2021-22. Whilst the new staffing structure that will help deliver the major regeneration projects is being

recruited to, temporary interim staff are helping to ensure grant funding bids are achieved and that projects continue to be delivered.

3.4 Planning and Building Control:

An adverse variance of £0.072m relates to the Merseyside Environmental Advisory Service (MEAS). MEAS provide statutory advice to Development Management on archaeology, waste, and ecology. Work is ongoing to identify a realistic and sustainable budget for this service and to manage costs going forward. This work will take several months but, in the meantime, resources are being identified within the directorate to meet the budget variance and discussions are ongoing with MEAS to manage the costs.

3.5 Special Projects: A break-even position is reported for 2021-22.

3.6 Local Plan: A break-even position is reported for 2021-22, with the planned utilisation of available reserves of £0.729m in support of developing the local plan.

TABLE 2: 2021/22 Regeneration and Place – Subjective Budget & Forecast

Subjective	Budget £000	Forecast £000	Variance (+ Fav, - Adv) £000 %		Adv/Fav
			£000	%	
Income	-4,347	-4,368	21	0%	Favourable
Expenditure					
Employee	4,637	4,561	76	2%	Favourable
Non Pay	2,648	2,725	-77	-2%	Adverse
Cost of Care					
Total Expenditure	7,285	7,286	-1	0%	Adverse
Directorate Surplus / (Deficit)	2,938	2,918	20	1%	Favourable
Support / Admin Building Overhead	672	672	0	0%	
Total Surplus / (Deficit)	3,610	3,590	20	1%	Favourable

3.7 Income: A Favourable variance of £0.021m is reported for 2021-22, relating to various income budgets.

3.8 Employees: A Favourable variance of £0.076m is reported for 2021-22 relating to the new staffing structure being recruited to in Regeneration, per paragraph 3.3

3.9 Non Pay: An Adverse variance of £0.077m is reported for 2021-22, relating in the main to MEAS work in Planning, per paragraph 3.4.

Budget Saving Achievement Progress

- 3.10 Within each Committee's revenue budget there are a number of savings proposals, that were based on either actual known figures or best estimates available at the time. At any point during the year, these estimated figures could change and need to be monitored closely to ensure, if adverse, mitigating actions can be taken immediately to ensure a balanced forecast budget can be reported to the end of the year.

TABLE 3: 2021/22 Regeneration and Place – Budget Savings

Saving Title	Agreed Value	Forecast Value	RAG Rating	Comments
Pre-application Fee Increase and PPAs	£0.02m	£0.02m	Green	On target to be achieved.
Budget Allocation for DDA	£0.2m	£0.2m	Green	On target to be achieved.
Sales, Fees and Charges Compensation - Planning	£0.05m	£0.05m	Green	On target to be achieved.
Wirral Growth Company Joint Venture income	£1.38m	£1.38m	Amber	On target to be achieved, including income from capital receipts
Total	£1.65M	£1.65M		

Earmarked Reserves

- 3.11 Earmarked reserves are amounts set aside for a specific purpose or projects.

TABLE 4: 2021/22 Regeneration and Place – Earmarked Reserves

Reserves	Opening Balance £000	Use of Reserve £000	Contribution to Reserve £000	Closing Balance £000
Wirral Ways to Work	273			273
Regeneration and Inward Investment	563			563
Urban Development Corporation Bid	420			420
Building Control Fee Earning	354			354
Major Infrastructure Project Development	183			183
DCLG Empty Shops Grant	41			41
ERDF 4.2 Match Funding	19			19
A/M GMT – Community Fund CAT	76			76
Licence Survey Work	56			56
TOTAL	1,985	0	0	1,985

2021/22 COMMITTEE CAPITAL BUDGET

TABLE 5: 2021/22 – Economy, Regeneration and Development Committee Capital Budget & Forecast

Scheme	2021/22		
	Budget £000	Forecast Outturn £000	Variance £000
Economy, Regeneration and Development			
Birkenhead Market Development	50	0	-50
Birkenhead Regeneration Delivery Fund	2,599	2,599	0
Birkenhead Regeneration Framework	667	667	0
Business Investment Fund	955	955	0
Eureka	100	100	0
Future High Streets - Birkenhead	12,022	3,318	-8,704
Hind Street Movement Strategy Project 21-22	0	123	123
Housing Infrastructure Fund (Enabling Infrastructure)	21	21	0
Housing Infrastructure Fund Marginal Viability (Northbank)	3,788	3,748	-40
Maritime Knowledge hub	0	1,700	1,700
New Ferry Regeneration Strategic Acquisitions	718	280	-438
Office Quarter Building Fit-Out	196	196	0
Strategic Acquisition Fund	4,834	1,200	-3,634
Town Centre scheme - Liscard	296	296	0
Town Centre scheme - New Ferry	177	177	0
Town Fund Birkenhead	115	115	0
Wirral Waters Investment Fund	4,100	2,005	-2,095
Total Economy, Regeneration and Development	30,638	17,500	-13,138

- 3.12 Table 5 summarises the forecast expenditure against Capital Budgets, which shows a variance of £13.138m.
- 3.13 Future High Street Fund Grant of £12 million received in advance from MHCLG in 20/21 as part of the Birkenhead Future High Street programme. Funds were paid as a Section 31 grant and in advance of signing a grant funding agreement. Currently negotiating a project adjustment and revised spend profile with Government. The forecast for 21/22 is dependent on a number of solutions being agreed, which includes the temporary Birkenhead Market site, with the £8.704m being slipped in to future years capital programme.
- 3.14 The Maritime Knowledge Hub is a catalytic project that will support wider development within Wirral Waters. It will create a world class centre of excellence for maritime business growth and sector development. It was approved at P&R Committee on 17/3/21 following recommendation from this committee on 4/3/21. £1.7m has been earmarked for potential spend in Q4 subject to grant approval and

Peel meeting certain scheme conditions regarding levels of pre-lets. The remaining spend is allocated in future years.

- 3.15 Strategic Acquisition Fund is available to support acquisitions that may be required to ensure the regeneration strategy can successfully be delivered. Any unspent funding will be slipped into the next financial year.

4 FINANCIAL IMPLICATIONS

- 4.1 This is the revenue budget monitoring report that provides information on the forecast outturn for the Economy, Regeneration & Development Committee for 2021/22. The Council has robust methods for reporting and forecasting budgets in place and alongside formal Quarterly reporting to the Policy & Resources Committee, the financial position is routinely reported at Directorate Management Team meetings and corporately at the Strategic Leadership Team (SLT). In the event of any early warning highlighting pressures and potential overspends, the SLT take collective responsibility to identify solutions to resolve these to ensure a balanced budget can be reported at the end of the year.

5 LEGAL IMPLICATIONS

- 5.1 Sections 25 to 29 of the Local Government Act 2003 impose duties on the Council in relation to how it sets and monitors its budget. These provisions require the Council to make prudent allowance for the risk and uncertainties in its budget and regularly monitor its finances during the year. The legislation leaves discretion to the Council about the allowances to be made and action to be taken.
- 5.2 The provisions of section 25, Local Government Act 2003 require that, when the Council is making the calculation of its budget requirement, it must have regard to the report of the chief finance (s.151) officer as to the robustness of the estimates made for the purposes of the calculations and the adequacy of the proposed financial reserves. This is in addition to the personal duty on the Chief Finance (Section 151) Officer to make a report, if it appears to them that the expenditure of the authority incurred (including expenditure it proposes to incur) in a financial year is likely to exceed the resources (including sums borrowed) available to it to meet that expenditure.
- 5.3 It is essential, as a matter of prudence that the financial position continues to be closely monitored. In particular, Members must satisfy themselves that sufficient mechanisms are in place to ensure both that savings are delivered and that new expenditure is contained within the available resources.

6 RESOURCE IMPLICATIONS: STAFFING, ICT AND ASSETS

- 6.1 There are no implications arising directly from this report.

7 RELEVANT RISKS

- 7.1 The possible failure to deliver the Revenue Budget is being mitigated by:
1. Senior Leadership / Directorate Teams regularly reviewing the financial position.

2. Availability of General Fund Balances.
3. Review of existing services and service provision.

8 ENGAGEMENT/CONSULTATION

- 8.1 The priorities in the Council Plan 2025 were informed by stakeholder engagement carried out in 2019.

9 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 There are no equality implications arising specifically from this report.

10 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 The Wirral Plan 2025 includes a set of goals and objectives to create a sustainable environment which urgently tackles the environment emergency. These are based on developing and delivering plans that improve the environment for Wirral residents. The performance report will include information on key areas where environment and climate related outcomes are delivered.
- 10.2 No direct implications. The content and/or recommendations contained within this report are expected to have no impact on emissions of Greenhouse Gases.

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APPENDICES

None

BACKGROUND PAPERS

- 2021/22 BUDGET MONITORING
- P&R Budget Monitoring 2021/22 Quarter 1

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Economic Regeneration & Development Committee	27 October 2020
Economic Regeneration & Development Committee	26 January 2021
Economic Regeneration & Development Committee	4 March 2021
Economic Regeneration & Development Committee	8 June 2021

Economic Regeneration & Development Committee	26 July 2021
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ECONOMY REGENERATION AND DEVELOPMENT COMMITTEE

Wednesday 29 September 2021

REPORT TITLE:	ECONOMY REGENERATION AND DEVELOPMENT COMMITTEE WORK PROGRAMME UPDATE
REPORT OF:	DIRECTOR OF LAW AND GOVERNANCE

REPORT SUMMARY

The Economy, Regeneration and Development 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 Economy, Regeneration and Development Committee is attached as Appendix 1 to this report.

RECOMMENDATION/S

The Economy, Regeneration and Development Committee are invited to agree or otherwise determine the content of the Economy, Regeneration and Development Committee work programme which is proposed in this report for the remainder of the 2021/22 municipal year.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATION/S

- 1.1 To ensure Members of the Economy, Regeneration and Development 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 Economy, Regeneration and Development Committee has responsibility for developing and delivering a vision for Wirral as a place. It is responsible for developing and determining or recommending all planning and transport policies, including the Local Plan, and infrastructure planning. It is also responsible for promoting regeneration, economic development and associated activities, including the tourism, culture and visitor economy, and for removing barriers to growth.

The Committee is charged by full Council to undertake responsibility for:

- (a) development and delivery of the Council's strategic objectives for planning, sustainability and transportation;
- (b) developing and recommending those plans and strategies which together comprise the Local Plan;
- (c) developing and adopting or recommending (if reserved to Council) other spatial planning documents, including but not limited to
 - (i) supplementary planning documents (SPD) and planning policy advice notes;
 - (ii) Master Plans and development briefs;

(iii) The Infrastructure Delivery Plan; and

(iv) [The Community Infrastructure Levy (CIL) when applicable];

(d) economic development, including but not limited to infrastructure, enterprise, skills and seeking, securing and managing external funds to achieve that, directly or in partnership with joint ventures and external companies or bodies as well as with the Combined Authority and government bodies;

(e) the Council's functions and partnerships regarding the promotion of economic growth and the establishment and development of business;

(f) the promotion and development of the economic factors in the area, such as seeking to ensure sufficient and appropriate employment sites, investment, adult skills, apprenticeship schemes, productivity, development sites and so forth;

(g) overseeing the progress of major projects (including major building, infrastructure or other projects involving the erection or significant alteration of major permanent structures or landmarks) undertaken by the Council directly or as enabler, funder or joint enterprise partner, including but not limited to the Wirral Growth Company LLP

(h) reviewing major projects and any project boards having regard to capacity to deliver, corporate priorities and resources, and advise the Policy and Resources Committee as appropriate;

(i) providing a view of performance, budget monitoring and risk management in relation to the Committee's functions; and

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

8.0 ENGAGEMENT/CONSULTATION

- 8.1 Not applicable

9.0 EQUALITY IMPLICATIONS

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

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

10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

- 10.1 This report is for information to Members and there are no direct environment and climate implications. However, there may be implications arising as a result of work programme items.

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APPENDICES

Appendix 1 Work Programme update

BACKGROUND PAPERS

Council Constitution

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Economy, Regeneration and Development Committee	26th October 2020

ECONOMY, REGENERATION AND DEVELOPMENT COMMITTEE

WORK PROGRAMME 2020/21

September 2021

Item	Key Decision Yes/No	Lead Officer
Hind Street Regeneration HOT – land acquisition, Development Manager, conditional land sale	Yes	Sally Shah
Hind Street – movement strategy	Yes	Julie Barnes
Liveable Neighbourhoods	Yes	Julie Barnes
Mass Transit Update	Yes	Julie Barnes
Sale of Land at Cross Lane, Wallasey	No	Alan Evens
Property Disposals	No	Alan Evans
Dominick House	No	Alan Evans
Budget Monitoring Update	No	Mark Lightburn
Work Programme Update	No	Anna Perrett

Key decisions – to be scheduled

Item	Key Decision	Lead Departmental Officer	Wirral Plan Priority
Birkenhead Temporary Market	Yes	Alan Evans	'Inclusive Economy'
Application for Financial Assistance	Yes	Alan Evans	'Inclusive Economy'
Wirral Waters Enterprise Zone Investment Fund	Yes	Alan Evans	'Inclusive Economy'
Liverpool City Region Economic Initiatives and Funding	Yes	Alan Evans	'Inclusive Economy'

European Structural and Investment Funds (ESIF) Programme for England (2014-2020)	Yes	Alan Evans	'Inclusive Economy'
Liverpool City Region Combined Authority Devolution Funding	Yes	Alan Evans	'Inclusive Economy'
Birkenhead Town Centre Masterplan	Yes	Alan Evans	'Inclusive Economy'
Hind Street Regeneration Strategy	Yes	Alan Evans	'Inclusive Economy'
Temporary Market, Birkenhead	Yes	Alan Evans	'Inclusive Economy'
Appointment of Preferred Developer to Deliver the New Ferry Regeneration Masterplan and Authority to Commence a Compulsory Purchase Order	Yes	Alan Evans	'Inclusive Economy'
Covid-19 Economic Recovery Plan	Yes	Alan Evans	'Inclusive Economy'
Enterprise Zone	Yes	Alan Evans	'Inclusive Economy'
Spatial Framework for the Borough	Yes	Alan Evans	'Inclusive Economy'
Wirral Growth Company - Final Site Development Plan for Birkenhead	Yes	Alan Evans	'Inclusive Economy'
Wirral Growth Company Final Site Development Plans for Moreton and Bromborough	Yes	Alan Evans	'Inclusive Economy'
Wirral Growth Company - Birkenhead Offices Funding Agreement	Yes	Alan Evans	'Inclusive Economy'
Investment Plan	Yes	Alan Evans	'Inclusive Economy'
Department for Transport Active Travel Allocation	Yes	Alan Evans	'Inclusive Economy'
Sustainable Urban Development Work Package 7	Yes	Alan Evans	'Inclusive Economy'
Liverpool City Region Cycling Walking Investment Plan -	Yes	Alan Evans	'Inclusive Economy'

Birkenhead to New Brighton			
Report on transport schemes including SUD work package 7 – acceptance of funding	Yes	Alan Evans	‘Inclusive Economy’
Investment Plan	Yes	Alan Evans	‘Inclusive Economy’
Birkenhead Heat Network	Yes	Alan Evans	‘Inclusive Economy’
Future High Streets Fund Movement Projects	Yes	Alan Evans	‘Inclusive Economy’
Dock Branch Park Masterplan	Yes	Alan Evans	‘Inclusive Economy’
Dock Branch Park - Appointment of Technical Team	Yes	Alan Evans	‘Inclusive Economy’
Parking strategy	Yes	Alan Evans	‘Inclusive Economy’
Local Development Scheme	Yes	Alan Evans	‘Inclusive Economy’
Spatial Framework for the Borough	Yes	Alan Evans	‘Inclusive Economy’
Tower Road South Development	Yes	Alan Evans	‘Inclusive Economy’
Wirral Waters Connectivity (7) - Duke Street (Phase 2)	Yes	Alan Evans	‘Inclusive Economy’
Wirral International Business Park Connections - A41 Carlett Park	Yes	Alan Evans	‘Inclusive Economy’
A41 Phase 1 Business Case (PART EXEMPT)	Yes	Alan Evans	‘Inclusive Economy’
Liverpool City Region Cycling Walking Investment Plan - Birkenhead to New Brighton	Yes	David Ball	‘Inclusive Economy’

Birkenhead Town Centre Masterplan (EXEMPT)	Yes	David Ball	'Inclusive Economy'
Preferred Developer to Deliver the New Ferry Regeneration (PART EXEMPT)	Yes	Alan Evans	'Inclusive Economy'

STANDING ITEMS AND MONITORING REPORTS

Item	Reporting Frequency	Lead Departmental Officer
Financial Monitoring Report	TBC	Shaer Halewood
Regen Committee Work Programme Update	TBC	Committee Team
Public questions	Each meeting	

WORK PROGRAMME ACTIVITIES OUTSIDE COMMITTEE

Item	Format	Timescale	Lead Officer	Progress
Working Groups/ Sub Committees				
Task and Finish Reviews				
-	-	--		-
Spotlight Sessions and Workshops				
Eureka!	Workshop	TBC	Bev Staniford	Concluded

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