

Mersey Heartlands New Growth Point

Wirral Prioritised Programme 2009/10 and 2010/11

W1. Transport Modelling (first priority project)

1.1 Project Background

1.1.1 Junction modelling is essential to assess the potential impacts of the NGP on the Borough's transport networks. Whilst the LTP partners' joint model – Liverpool City Region Model (LCRM) – will provide the high level strategic modelling tool, more detailed modelling is required at a local level. It is critical that Wirral is able to test the impacts and outputs of development scenarios and potential transport interventions in order to guide the planning process.

1.1.2 To date, Peel's transport consultant – Savill Bird and Axon (SBA) – has developed spreadsheet modelling tools and commissioned some outputs from Halton Borough Council's Mersey Gateway Model (MGM). Wirral Council is awaiting receipt of a validation report from SBA to determine whether the MGM is fit for purpose. Wirral Council officers are currently of the view that more detailed modelling is required.

1.1.3 Wirral Council is keen, like LCC, to develop a junction based model that will also facilitate modelling of other regeneration plans, such as HMRI , and will sit below, and utilise the matrices of, the LCRM so that both the sub-regional and local models are compatible, fulfil DfT requirements and are less open to dispute in the future.

1.2 Links to Housing Delivery

1.2.1 Wirral Waters is projected to deliver 3,600 residential units before 2017.

1.3 Funding

1.3.1 £275,000 (£270,000 capital, £5,000 revenue)

1.4 Risks to Delivery

1.4.1 This project would require an appropriate consultant with extensive skills and knowledge in transport model development to be commissioned. Existing Wirral Council officers, with support from the LTP Support Unit, will work with the appointed consultant and ensure the new model's compatibility with the LCRM.

W2. Economic Viability Assessment (first priority project)

2.1 Project Background

2.1.1 Commercial viability analysis to provide commercial advice to the partners on the deliverability, funding profile, suitability/priority and scale of planning contributions.

2.2 Links to Housing Delivery

2.2.1 To provide an appropriate framework for determining viability and planning contributions for planning applications for housing.

2.3 Funding

2.3.1 £25,000 revenue, to be divided £10,000 2009/10 and £15,000 2010/11

2.4 Risks to Delivery

2.4.1 Procurement, failure to specify the task to provide an appropriate framework.

W3. New Build Shared Equity – Financial Assistance to support Shared Ownership (first priority project)

3.1 Project Background

3.1.1 Financial assistance to develop innovative means of delivering affordable home ownership and other forms of affordable housing support such as equity release loans, rent to purchase products etc.

3.2 Links to Housing Delivery

3.2.1 To deliver the aims of the Growth Point in respect of affordable housing, to ensure the creation of sustainable communities.

3.3 Funding

3.3.1 £740,000 capital, to be divided £600,000 2009/10 and £140,000 2010/11.

3.4 *Risks to Delivery*

- 3.4.1 Failure to provide enough of an incentive to attract buyers would result in failure to spend budget.

W4. Strategic acquisitions HMRI (2009/10 and 2010/11 first priority project)

4.1 *Project Background*

- 4.1.1 Acquisition of key sites within HMRI area, including on main corridors, where high quality new development would raise profile and attractiveness of the area

4.2 *Links to Housing Delivery*

- 4.2.1 Acquisition and remediation of key sites will provide opportunities for high quality new housing development, subject to relevant planning permissions.

4.3 *Funding*

- 4.3.1 £1,340,000 (£40,000 revenue and £1,300,000 capital) 2010/11.

4.4 *Risks to Delivery*

- 4.4.1 Failure to agree acquisition price with owners. Risk of second year funding being cut by CLG. May require revenue costs to be offset to years subsequent to 2010/11 or use of alternative resources.

W5. Strategic acquisitions HMRI (2009/10 and 2010/11 second priority project)

5.1 *Project Background*

- 5.1.1 Acquisition of key sites within HMRI area, including on main corridors, where high quality new development would raise profile and attractiveness of the area.

5.2 *Links to Housing Delivery*

- 5.2.1 Acquisition and remediation of key sites will provide opportunities for high quality new housing development, subject to relevant planning permissions.

5.3 *Funding*

5.3.1 £800,000 capital 2010/11

5.4 *Risks to Delivery*

5.4.1 Failure to agree acquisition price with owners. Risk of second year funding being cut by CLG.

W6. Northbank Infrastructure (second priority project)

6.1 *Project Background*

6.1.1 To create a new residential-led mixed use community as a catalyst to the growth of housing and economic development in inner Wirral, planning applications submitted in February 2009, to be determined in summer 2009, for a phased development.

6.1.2 A primary sub-station is required for Phase 1 of the Northbank scheme (£120,000), together with electricity network reinforcement (£250,000). Subsidised delivery of community facilities post-2011 (childcare or healthcare unit £1 million).

6.2 *Links to Housing Delivery*

6.2.1 Initial planning applications for 142 units to be delivered by 2011 and a further 1,531 units maximum to 2016.

6.3 *Funding*

6.3.1 £1,370,000 capital (£370,000 2009/10 and £1,000,000 2010/11).

6.4 *Risks to Delivery*

6.4.1 Delays to implementation of Northbank project.

W7. Key transport infrastructure (second priority project)

7.1 *Project Background*

7.1.1 This project will deliver improvements to the pedestrian and cycle networks from the Northbank area of Wirral Waters to key public transport hubs at Birkenhead Bus Station, Seacombe Ferry Terminal and Merseyrail

stations – principally Birkenhead North, Birkenhead Park and Conway Park. The proposed improvements will address problems with pedestrian/cycle accessibility as well as traffic management and congestion. The focus is on the infrastructure improvements that can be delivered to 2011.

- 7.1.2 The project is that submitted to the Government for CIF2 funding. Whilst included by the region in the top 6 submissions for further consideration by Government and although a Full Business Case has been submitted in May 2009, it will not be known until later in 2009 if funding has actually been secured.

7.2 *Links to Housing Delivery*

- 7.2.1 The transport improvements are fundamental to supporting delivery of 3,600 dwellings by 2016 within the 'East Float' area of Wirral Waters. However, in the longer-term they will assist delivery of some 15,000 new dwellings within the overall Wirral Waters regeneration scheme.

7.3 *Funding*

- 7.3.1 £1,500,000 capital 2009/10

- 7.3.2 Total cost of the project is £2.9 million, however, in recognition of the limited availability of CIF2 nationally, funding of 50% is being sought from the NGP on the basis that the full CIF2 bid is unlikely to be fulfilled. Should CIF2 funding exceed 50%, the amount over and above could be released back into the NGP fund for reallocation. Should the CIF2 bid be unsuccessful, alternative funding sources will need to be secured.

7.4 *Risks to Delivery*

- 7.4.1 The proposed improvements will be implemented within existing adopted highway or on private land in the ownership of Peel Holdings. Therefore, other than insufficient funding, there are no unknown risks to delivery.

W8. Green infrastructure (second priority project)

8.1 *Project Background*

- 8.1.1 To assist the delivery of established and emerging green infrastructure projects, which will create recreational resources for new residents and improve the local environment for existing residents.

8.2 *Links to Housing Delivery*

8.2.1 To provide green and blue recreational and ecological assets for new and existing communities, including linking into and delivering the Regional Park.

8.3 *Funding*

8.3.1 £2,000,000 (£100,000 revenue £900,000 capital 2009/10, £100,000 revenue £900,000 capital 2010/11).

8.4 *Risks to Delivery*

8.4.1 Site acquisition delays. Over-commitment of programme.

Table: Programme summary

Programme date	Project reference	Project	Funding required	Capital (C)/Revenue (R)
(a)	W1	Transport modelling	£275,000	£270,000 (C) £5,000 (R)
	W2	Economic Viability assessment	£25,000	R
(b)	W3	Affordable housing products – New Build Shared Equity – Financial Assistance to support shared ownership	£740,000	C
(c)	W4	Key strategic site acquisitions HMRI	£1,340,000	£1,300,000 (C) £40,000 (R)
			£2,380,000	
	W5	Key strategic site acquisitions HMRI (2 nd priority)	£800,000	(C)
	W6	Northbank infrastructure (2 nd priority)	£1,370,000	C
	W7	Key transport infrastructure (2 nd priority) ¹	£1,500,000	C
(d)	W8	Green infrastructure(2 nd priority)	£2,000,000	£1,800,000 (C) £200,000 (R)
			£5,670,000	
			£8,050,000	

Programme date:

(a) 0-6 months (2009/10)

¹ Key transport infrastructure subject to CIF2 bid

- (b) 6-12 months (2009/10)
- (c) 12-18 months (2010/11)
- (d) 18-24 months (2010/11)