



Council

Town Hall
Wallasey

11 October 2019

Dear Councillor

You are hereby summoned to attend a meeting of the Council to be held at **6.00 p.m. on Monday, 14 October 2019** in the Council Chamber, within the Town Hall, Wallasey, to take into consideration and determine upon the following subjects : -

This meeting will be webcast at
<https://wirral.public-i.tv/core/portal/home>

Contact Officer: Michael Jones
Tel: 0151 691 85593
e-mail: Michaeljones1@wirral.gov.uk
Website: <http://www.wirral.gov.uk>

SUPPLEMENTARY AGENDA PACK

8. VACANCIES

Additional nominations:

COMMITTEES

Standards and Constitutional Oversight Committee

Councillor Pat Hackett to replace Councillor Janette Williamson

OUTSIDE BODIES

Merseyside Police and Crime Panel

Councillor Les Rowlands to replace Councillor David Burgess-Joyce

9. H. Governance Review (Pages 1 - 4)

Amendment attached.

10. NOTICES OF MOTION

Amendments attached.

- A. Motion (1) DELAYED DOMESTIC VIOLENCE BILL
(Pages 5 - 6)**
- B. Motion (2) CHILDREN IN CARE (Pages 7 - 10)**
- C. Motion (3) PRIORITISING SAFETY AROUND SCHOOLS
(Pages 11 - 18)**
- D. Motion (4) BOOSTING FUNDS FOR GREEN TRANSPORT
(Pages 19 - 30)**
- E. Motion (5) WIRRAL COUNCIL TO COMMIT TO KEEP IT
LOCAL CAMPAIGN (Pages 31 - 38)**
- F. Motion (6) BETTER PROVISION FOR STRAY,
ABANDONED AND NEGLECTED DOGS (Pages 39 - 42)**
- G. Motion (7) APPRAISAL OF PARKING RESTRICTIONS IN
WIRRAL (Pages 43 - 48)**
- H. Motion (8) BOROUGH OF CULTURE ACHIEVEMENTS
(Pages 49 - 50)**
- I. Motion (9) EVERY CHILD MATTERS (Pages 51 - 56)**
- J. Motion (10) DELIVERING A NEW DEAL FOR TRANSPORT
(Pages 57 - 62)**
- K. Motion (11) THE PLACEMENT MARKET IS NOT WORKING
FOR CHILDREN OR FOR THE PUBLIC PURSE
(Pages 63 - 64)**
- L. Motion (12) BIOSOLAR ROOFING ON ALL SUITABLE
FLAT ROOFS (Pages 65 - 66)**
- M. Motion (13) SAFER ROADS (Pages 67 - 70)**
- N. Motion (14) KEEPING ALLEYWAYS CLEAR
(Pages 71 - 74)**
- O. Motion (15) BLUE FLAG BEACHES (Pages 75 - 78)**

Agenda item 9H – GOVERNANCE REVIEW

RESOLVED: (5:0) (Three abstentions)

Having considered:

- (a) the materials presented to the Governance Review Working Group; and**
- (b) the discussions held at the Working Group's meetings and subsequent Member sessions.**

This Committee is of the view that Wirral's residents will now be better served by the introduction of a more accountable and transparent way of conducting the Council's business, policy formulation and decision-making.

It is the opinion of this Committee that the Council should now move to a Committee based structure to be designed, finalised and in place for the next Municipal Year.

The Committee notes that a range of costs have been put forward that apply to the revised arrangements. It is recognised however, that revisions to the existing Constitution have been under discussion for some time and that costs would have been incurred in that process.

The Committee considers that the operational costs of the new system of governance should be the subject of regular reports and that in practice these costs should be minimised.

The Committee:

- (1) recommends to the Council: That**
 - (a) there be a move from Leader and Cabinet Executive arrangements to a Committee System form of governance arrangements to take effect from the Annual Council Meeting in 2020; and**
 - (b) the Standards and Constitutional Oversight Committee accordingly prepare a draft revised Constitution to propose to the Council meeting of 16 March 2020.**
- (2) the Governance Review Working Group be tasked with:**
 - (a) considering possible structures for a Committee System of governance system of governance;**
 - (b) undertaking due consultation but giving preference to a streamlined style of arrangements; and**
 - (c) overseeing the drafting of revised standing orders, delegations and procedures by the Director of Governance and Assurance, with a view to producing an operational Constitution for the 2020/21 Municipal Year in draft form for consideration in February 2020.**

Agenda item 9H – Labour group amendment

Proposed by Councillor Pat Hackett

Seconded by Councillor Anita Leech

Council supports the recommendations from standards committee subject to:

After paragraph 5, insert:

‘Rushing through a new governance structure is not in the best interests of Wirral residents, members of staff or democratic accountability. Council wishes to get this right for Wirral and we move that the proposed governance system be implemented in 2021.’

In recommendation 1 (a) deleting ‘2020’ and inserting ‘2021, as based on legal advice and the advice of the LGA, a Council should take 12-18 months to implement the proposed changes in governance.’

In recommendation 1 (b) deleting text after ‘propose to’ and replacing with ‘a Council meeting in early 2021.’

In recommendation 2(c) deleting 2020/2021 and replacing with ‘2021/2022’ and deleting ‘February 2020’ and replacing with ‘early 2021’.

Agenda item 9H – substantive motion incorporating Labour group amendment

RESOLVED: (5:0) (Three abstentions)

Having considered:

- (a) the materials presented to the Governance Review Working Group; and
- (b) the discussions held at the Working Group's meetings and subsequent Member sessions.

This Committee is of the view that Wirral's residents will now be better served by the introduction of a more accountable and transparent way of conducting the Council's business, policy formulation and decision-making.

It is the opinion of this Committee that the Council should now move to a Committee based structure to be designed, finalised and in place for the next Municipal Year.

The Committee notes that a range of costs have been put forward that apply to the revised arrangements. It is recognised however, that revisions to the existing Constitution have been under discussion for some time and that costs would have been incurred in that process.

The Committee considers that the operational costs of the new system of governance should be the subject of regular reports and that in practice these costs should be minimised.

Rushing through a new governance structure is not in the best interests of Wirral residents, members of staff or democratic accountability. Council wishes to get this right for Wirral and we move that the proposed governance system be implemented in 2021.

The Committee:

- (1) recommends to the Council: That
 - (a) there be a move from Leader and Cabinet Executive arrangements to a Committee System form of governance arrangements to take effect from the Annual Council Meeting in 2021, as based on legal advice and the advice of the LGA, a Council should take 12-18 months to implement the proposed changes in governance; and
 - (b) the Standards and Constitutional Oversight Committee accordingly prepare a draft revised Constitution to propose to a Council meeting in early 2021.
- (2) the Governance Review Working Group be tasked with:
 - (a) considering possible structures for a Committee System of governance system of governance;

- (b) undertaking due consultation but giving preference to a streamlined style of arrangements; and**
- (c) overseeing the drafting of revised standing orders, delegations and procedures by the Director of Governance and Assurance, with a view to producing an operational Constitution for the 2021/22 Municipal Year in draft form for consideration in February 2021.**

Motion 1 - DELAYED DOMESTIC VIOLENCE BILL

Proposed by Councillor Janette Williamson

Seconded by Councillor Paul Stuart

Council notes that Wirral has seen 4,631 reported incidents of domestic abuse in 2018/19 and is particularly alarmed at rising levels of violence towards women and girls, especially with the knowledge that not all crime is getting reported.

Council is proud that Wirral has a zero tolerance to domestic abuse and of the support it offers victims of such abuse. It currently funds a women's refuge which offers a place of safety to local women and children at risk of the most extreme violence and possible death as well as exempting them from Council Tax. However, it is extremely alarmed that the Domestic Violence Bill was delayed after the Prime Minister, Boris Johnson, prorogued Parliament, and welcomes the Supreme Court judgement that Boris Johnson's acts were unlawful. This Bill statutorily defines domestic abuse to include economic control – a devastating form of coercive control. The Bill will also boost the powers available to courts to block perpetrators from contacting those they abused. The Bill will help an estimated 1.2 million women and 713,000 men a year in England and Wales who are affected by domestic abuse. Any delay on this Bill will impact on our residents on Wirral who are living with domestic abuse on a daily basis. Council is hugely concerned that the tone and language of Boris Johnson in his response to Paula Sheriff's comments about Jo Cox which he called "humbug", were unacceptable on both a human and political level, and sought to trivialise violence towards women. Council further condemns the language used by the Attorney General Geoffrey Cox who said "when did you stop beating your wife?" during a recent Commons debate. The crass and misogynistic language around violence towards women by the Conservative Party shames us all as a civilised society. Council instructs the Leader to write to Boris Johnson and seek an assurance that Wirral victims of domestic abuse will not suffer through further delays to the Domestic Violence Bill and that his and his colleagues' language about violence towards women will be measured and befitting of enlightened and intelligent parliamentarians. Council invites all elected members to make apposite contribution locally by supporting the valuable work of Wirral Council, Wirral Women and Children's Aid, Involve Northwest, RASA Merseyside, Tomorrow's Women and the Freedom Programme, and to sign Women's Aid - 16 Days of Action Against Domestic Violence campaign and asks all members to sign their pledge.

<https://16daysofaction.co.uk/the-campaign/>

This page is intentionally left blank

Motion 2 - CHILDREN IN CARE

Proposed by Councillor Ian Lewis

Seconded by Councillor Wendy Clements

Council notes that six in every 10 looked after children are in care due to abuse or neglect, causing a lasting impact on their mental health and emotional wellbeing.

On behalf of these children, Council demands that the care provided be of the highest quality, while ensuring every pound spent is used well and for the purpose intended.

Council believes that, while many care providers are meeting these obligations, some are not and that the inflationary increases imposed by some providers has not been met with a commensurate increase in quality.

To resolve this, Council requests Cabinet to consider the creation of some Authority-led provision, working with respected non-profit organisations, to ensure Wirral children receive quality care at a reasonable cost and to report back to all members on progress.

This page is intentionally left blank

Motion 2 – Labour group amendment

CHILDREN IN CARE

Proposed by Councillor Tom Usher

Seconded by Councillor Liz Grey

Delete after 'increase in quality' and replace with

The cost of care placements for local authorities in the northwest have in some cases reported a 33% increase over three years, whilst the largest care provider boasts a 26% return on its children's services "investments".

The cost of care placements for local authorities in the northwest have in some cases reported a 33% increase over three years, whilst the largest care provider boasts a 26% return on its children's services "investments".

Council welcomes the ongoing development of an Authority-led strategy to ensure Wirral children receive quality care at a reasonable cost and to report back to all members on progress. This strategy will explore:

- Increasing our in-house capacity
- Bolstering our foster care numbers
- Working with respected non-profit organisations
- Collaborating with the city region to consider commissioning arrangements

Council also asks that the government does its part. Children's Services has not been allocated adequate funding by the government. It is also up to the government to provide central oversight and control of a market that is not, at present, working for children or for the public purse. Council requests that the leader and lead member write to government to express these concerns.

Motion 2 – substantive motion with Labour group amendment

CHILDREN IN CARE

Council notes that six in every 10 looked after children are in care due to abuse or neglect, causing a lasting impact on their mental health and emotional wellbeing.

On behalf of these children, Council demands that the care provided be of the highest quality, while ensuring every pound spent is used well and for the purpose intended.

Council believes that, while many care providers are meeting these obligations, some are not and that the inflationary increases imposed by some providers has not been met with a commensurate increase in quality. **The cost of care placements for local authorities in the northwest have in some cases reported a 33% increase over three years, whilst the largest care provider boasts a 26% return on its children's services "investments".**

Council welcomes the ongoing development of an ~~To resolve this, Council requests Cabinet to consider the creation of some Authority-led~~ **strategy** ~~provision, working with respected non-profit organisations,~~ to ensure Wirral children receive quality care at a reasonable cost and to report back to all members on progress. **This strategy will explore:**

- **Increasing our in-house capacity**
- **Bolstering our foster care numbers**
- **Working with respected non-profit organisations**
- **Collaborating with the city region to consider commissioning arrangements**

Council also asks that the government does its part. Children's Services has not been allocated adequate funding by the government. It is also up to the government to provide central oversight and control of a market that is not, at present, working for children or for the public purse. Council requests that the leader and lead member write to government to express these concerns.

Motion 3 - PRIORITISING SAFETY AROUND SCHOOLS

Proposed by Councillor Stuart Kelly
Seconded by Councillor Chris Carubia

Council notes the current Parking Enforcement Policy adopted by Cabinet 15 March 2012.

<https://www.wirral.gov.uk/sites/default/files/all/Parking,%20roads%20and%20travel/parking/Wirral%20Council%20parking%20enforcement%20policy.pdf>

Council considers that enhanced priority to safety around schools should be included within the Policy. Council, therefore, requests that the Cabinet Member for Community Services reviews the Policy and suggests that she adopts the following suggested amendments to prioritise illegal parking enforcement around schools.

Amendment 1

To section 2.9.1 (Parking Enforcement is therefore undertaken to assist in), *add additional bullet point:*

- Allowing pedestrians and cyclists on route to work, school or leisure safe travel unimpeded by illegally parked vehicles.

Amendment 2

To section 2.9.3 (outline enforcement regime), amend 9th bullet point.

Currently reads:

- School Keep Clear markings throughout the Borough will be enforced with a rolling programme and in response to specific demands.

Amend to read:

- School Keep Clear markings, yellow lines and dropped kerbs around schools throughout the Borough will be enforced daily during term time.

Amendment 3

To section 2.9.4 (frequency and times of patrols), amend paragraph.

Currently reads:

To ensure an efficient and effective operation the exact frequency and times of patrols are left to the Director of Technical Services and his appointed contractor to determine. These frequencies and times will be reviewed regularly.

Amend to read:

To ensure an efficient and effective operation the exact *location*, frequency and times of patrols are left to the Director of Technical Services and his appointed contractor to determine. Except that safety around schools shall be given daily priority during term time and at morning and afternoon peaks. These frequencies and times will be reviewed regularly.

Informative - Existing text of Parking Enforcement Policy

2.9 PARKING ENFORCEMENT POLICY

2.9.1 Parking Enforcement is therefore undertaken to assist in:

- Delivery of an efficient and accessible transport system for all,

- Management of parking, traffic levels and congestion through effective parking controls to make making Wirral a safer place to live, work in and enjoy.
- Supporting and improving the effectiveness of measures introduced to prevent or reduce accidents.
- Improving public transport accessibility and reliability,
- Meeting the needs of disabled people by improving access to and availability of dedicated parking space.
- Reducing unnecessary parking and traffic in residential and other environmentally sensitive areas.
- The economic sustainability of shops and businesses by encouraging a turnover of use of parking space, and hence maximising the available use of existing parking space.
- Ensuring that designated areas are kept clear for specific road users, i.e. loading, blue badge holders, goods vehicles, taxis etc.
- Ensuring that access for emergency vehicles, delivery and service vehicles is maintained.

2.9.2 The procedures and policies contained in this document will be regularly reviewed to ensure:

- a) Changes in legislation, statutory and non guidance, national and local policy are properly considered.
- b) That the service continues to support corporate and departmental aims and objectives.
- c) That the service continues to support and meets the needs of Wirral businesses, residents and partner agencies.

2.9.3 It is not practical or feasible to enforce all types and areas of restrictions in all parts of the Borough, all of the time. Therefore, an outline enforcement regime as indicated below was adopted by the Council in 2008 and remains supportive to the service aims and objectives outlined above:

- Waiting, parking and loading restrictions on principal or primary routes, will be enforced daily.
- Waiting, parking and loading restrictions within the Birkenhead Controlled Parking Zone, will be enforced daily.
- Waiting, parking and loading restrictions centred around outer Birkenhead, Liscard, Heswall and West Kirby shopping centres, will be enforced on a regular basis, no less than 3 times per week.
- Waiting, parking and loading restrictions centred around the secondary shopping centres including Bromborough, Bebington, Upton, Hoylake, etc will be enforced on a regular basis, no less than once per week.
- Waiting, parking and loading restrictions in and adjacent to public service and amenity facilities, industrial and business areas, will be enforced on a regular basis, and subject to demand.
- Residents parking zones in Liscard and Birkenhead, will be enforced daily
- Residents parking zones in other areas will be enforced on a regular basis, no less than once per week.
- Residents parking zones in Tranmere will be enforced on all match days
- School Keep Clear markings throughout the Borough will be enforced with a rolling programme and in response to specific demands.
- Waiting, parking and loading restrictions within other environmentally sensitive areas, will be enforced subject to demand.

- Waiting, parking and loading restrictions in areas of seasonal demand will be enforced subject to demand.
- Waiting, parking and loading restrictions in areas not covered in any of the above, will be enforced in response to identified problems and requests
- Temporary or permanent restrictions for special events will be enforced as necessary.

2.9.4 To ensure an efficient and effective operation the exact frequency and times of patrols are left to the Director of Technical Services and his appointed contractor to determine. These frequencies and times will be reviewed regularly.

This page is intentionally left blank

Motion 3 – Labour group amendment

PRIORITISING SAFETY AROUND SCHOOLS

Proposed by Councillor Liz Grey

Seconded by Councillor Stuart Whittingham

In amendment 3, delete 'Director of Technical Services' and replace with 'appropriate Director'

Keep remaining text and add:

“Council supports the purpose of these suggestions for prioritising safety around schools and asks that the recommendations above be looked at by the appropriate Overview and Scrutiny Committee, who should also look at ways in which safety around schools can be funded.”

Motion 3 – substantive motion with Labour group amendment

PRIORITISING SAFETY AROUND SCHOOLS

Council notes the current Parking Enforcement Policy adopted by Cabinet 15 March 2012.

<https://www.wirral.gov.uk/sites/default/files/all/Parking,%20roads%20and%20travel/parking/Wirral%20Council%20parking%20enforcement%20policy.pdf>

Council considers that enhanced priority to safety around schools should be included within the Policy. Council, therefore, requests that the Cabinet Member for Community Services reviews the Policy and suggests that she adopts the following suggested amendments to prioritise illegal parking enforcement around schools.

Amendment 1

To section 2.9.1 (Parking Enforcement is therefore undertaken to assist in), *add additional bullet point:*

- Allowing pedestrians and cyclists on route to work, school or leisure safe travel unimpeded by illegally parked vehicles.

Amendment 2

To section 2.9.3 (outline enforcement regime), amend 9th bullet point.

Currently reads:

- School Keep Clear markings throughout the Borough will be enforced with a rolling programme and in response to specific demands.

Amend to read:

- School Keep Clear markings, yellow lines and dropped kerbs around schools throughout the Borough will be enforced daily during term time.

Amendment 3

To section 2.9.4 (frequency and times of patrols), amend paragraph.

Currently reads:

To ensure an efficient and effective operation the exact frequency and times of patrols are left to the ~~Director of Technical Services~~ **appropriate Director** and his appointed contractor to determine. These frequencies and times will be reviewed regularly.

Amend to read:

To ensure an efficient and effective operation the exact *location*, frequency and times of patrols are left to the ~~Director of Technical Services~~ **appropriate Director** and his appointed contractor to determine. *Except that safety around schools shall be given daily priority during term time and at morning and afternoon peaks.* These frequencies and times will be reviewed regularly.

Council supports the purpose of these suggestions for prioritising safety around schools and asks that the recommendations above be looked at by the appropriate Overview and Scrutiny Committee, who should also look at ways in which safety around schools can be funded.

Informative - Existing text of Parking Enforcement Policy

2.9 PARKING ENFORCEMENT POLICY

2.9.1 Parking Enforcement is therefore undertaken to assist in:

- Delivery of an efficient and accessible transport system for all,
- Management of parking, traffic levels and congestion through effective parking controls to make making Wirral a safer place to live, work in and enjoy.
- Supporting and improving the effectiveness of measures introduced to prevent or reduce accidents.
- Improving public transport accessibility and reliability,
- Meeting the needs of disabled people by improving access to and availability of dedicated parking space.
- Reducing unnecessary parking and traffic in residential and other environmentally sensitive areas.
- The economic sustainability of shops and businesses by encouraging a turnover of use of parking space, and hence maximising the available use of existing parking space.
- Ensuring that designated areas are kept clear for specific road users, i.e. loading, blue badge holders, goods vehicles, taxis etc.
- Ensuring that access for emergency vehicles, delivery and service vehicles is maintained.

2.9.2 The procedures and policies contained in this document will be regularly reviewed to ensure:

- a) Changes in legislation, statutory and non guidance, national and local policy are properly considered.
- b) That the service continues to support corporate and departmental aims and objectives.

c) That the service continues to support and meets the needs of Wirral businesses, residents and partner agencies.

2.9.3 It is not practical or feasible to enforce all types and areas of restrictions in all parts of the Borough, all of the time. Therefore, an outline enforcement regime as indicated below was adopted by the Council in 2008 and remains supportive to the service aims and objectives outlined above:

- Waiting, parking and loading restrictions on principal or primary routes, will be enforced daily.
- Waiting, parking and loading restrictions within the Birkenhead Controlled Parking Zone, will be enforced daily.
- Waiting, parking and loading restrictions centred around outer Birkenhead, Liscard, Heswall and West Kirby shopping centres, will be enforced on a regular basis, no less than 3 times per week.
- Waiting, parking and loading restrictions centred around the secondary shopping centres including Bromborough, Bebington, Upton, Hoylake, etc will be enforced on a regular basis, no less than once per week.
- Waiting, parking and loading restrictions in and adjacent to public service and amenity facilities, industrial and business areas, will be enforced on a regular basis, and subject to demand.
- Residents parking zones in Liscard and Birkenhead, will be enforced daily
- Residents parking zones in other areas will be enforced on a regular basis, no less than once per week.
- Residents parking zones in Tranmere will be enforced on all match days
- School Keep Clear markings throughout the Borough will be enforced with a rolling programme and in response to specific demands.
- Waiting, parking and loading restrictions within other environmentally sensitive areas, will be enforced subject to demand.
- Waiting, parking and loading restrictions in areas of seasonal demand will be enforced subject to demand.
- Waiting, parking and loading restrictions in areas not covered in any of the above, will be enforced in response to identified problems and requests
- Temporary or permanent restrictions for special events will be enforced as necessary.

2.9.4 To ensure an efficient and effective operation the exact frequency and times of patrols are left to the ~~Director of Technical Services~~ **appropriate Director** and his appointed contractor to determine. These frequencies and times will be reviewed regularly.

Motion 4 - BOOSTING FUNDS FOR GREEN TRANSPORT

Proposed by Councillor Pat Cleary

Seconded by Councillor Chris Cooke

Council notes that, following the declaration of a Climate Emergency in Wirral, the draft climate strategy states that:

- Transformation on an extraordinary scale is needed
- To meet our fair share of the global pollution reduction challenge means cutting CO2 by an average of 13.4% each year compared to the present reduction of around 3.8 % per year
- The transport sector accounts for 26% of Wirral's carbon foot print
- We must see a complete shift to fossil fuel free local travel by around 2030

Council is also aware that:

- Wirral has again been excluded from the City Region's plans for new train stations and there is no funding in place to boost the number of train stations in Wirral
- The bus network in Wirral continues to be eroded by the withdrawal of some services and reductions in others, leaving more and more residents isolated and increasing car dependency
- That the City Region's Cycling Infrastructure Plan to 2029 falls well short of providing a comprehensive network of safe cycling routes in Wirral and, to date, funding has only been secured for a single scheme in Wirral (Leasowe to Seacombe)
- That there is no plan in place for comprehensive public transport within the Wirral Waters area and the council has still to declare any alternative to the proposed streetcar scheme

Council therefore agrees that there is a huge amount of work to be done and funds to be raised if we are to honour our Climate Emergency declaration and also achieve zero-carbon transport by 2030.

Council also notes the Workplace Parking Levy introduced by Nottingham City Council in 2012. This applies a charge for all employers with 11 or more parking spaces with funds ring fenced for transport improvements. To date, this has helped deliver:

- The highest bus and tram use per head in the country outside London.
- Reduced congestion, improvements to local air quality and lower carbon emissions
- Additional funding streams as every £1 generated by the levy has helped deliver an additional £2 in funding from external sources. This has helped finance a doubling in the local tram network, refurbished train and bus stations and the fully electric Link bus network

Council therefore requests cabinet to ask relevant officers to prepare a report on a Workplace Parking Levy for Wirral using the Nottingham scheme as a model. This to include but not limited to:

- The potential direct revenue generation to 2030 for Wirral Borough Council
- An estimate of additional funding from external sources leveraging the funds secured from a local levy
- The practical steps required in order to introduce a scheme in the 2020/2021 financial year based on a zero charge per parking place with charging to commence from April 2021.

Sources

<https://www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/workplace-parking-levy>

<https://bettertransport.org.uk/blog/better-transport/winning-policy-nottinghams-workplace-parking-levy>

<https://www.centreforcities.org/reader/funding-financing-inclusive-growth-cities/reviewing-funding-finance-options-available-city-combined-authorities/1-nottingham-workplace-parking-levy/>

Motion 4 – Labour group amendment

BOOSTING FUNDS FOR GREEN TRANSPORT

Proposed by Councillor Steve Foulkes

Seconded by Councillor Liz Grey

Add to start:

“Council believes this motion makes a useful contribution to the Climate Emergency debate, recognising that our long term survival depends on bold actions being planned now.”

Delete all after “Council is aware that:” and replace with:

“While Merseytravel provides the best Concessionary Travel Scheme outside London and is bucking the national trend by increasing bus patronage by some 14%, Council is aware that in the current economic climate, Liverpool City Region bus and train services have not had access to adequate funding from Central Government.

Council agrees that there is a huge amount of work to be done and funds to be raised if we are to honour our Climate Emergency declaration and also achieve zero-carbon transport by 2030.

Council notes the success of a workplace parking levy in Nottingham, but Council is aware that the bus system in Nottingham is owned by the Council and was never privatised in the same way as the LCR bus system. Under current legislation, we could not legally operate a bus service and the Mersey Rail franchise does not end until 2028.

Council accepts that there are pros and cons to a workplace parking levy, but that it warrants an officer report to understand whether it may be feasible or the right answer for the Wirral. It cannot simply be a tax on Wirral business and should not be passed on to employees or consumers. Transport issues are better tackled at a City Region Level and the risk of Wirral unilaterally taxing its business sector could leave us at a regional disadvantage.

Council also feels that this issue shouldn't be looked at in isolation and that all additional revenue stream options available to a local authority should be looked at as part of the officer report. This would potentially open up options such as secondary business rate, community infrastructure levy, tax increment financing, and other models.”

Motion 4 – substantive motion with Labour amendment

BOOSTING FUNDS FOR GREEN TRANSPORT

Council believes this motion makes a useful contribution to the Climate Emergency debate, recognising that our long term survival depends on bold actions being planned now.

Council notes that, following the declaration of a Climate Emergency in Wirral, the draft climate strategy states that:

- Transformation on an extraordinary scale is needed
- To meet our fair share of the global pollution reduction challenge means cutting CO2 by an average of 13.4% each year compared to the present reduction of around 3.8 % per year
- The transport sector accounts for 26% of Wirral's carbon foot print
- We must see a complete shift to fossil fuel free local travel by around 2030

Council is also aware that:

While Merseytravel provides the best Concessionary Travel Scheme outside London and is bucking the national trend by increasing bus patronage by some 14%, Council is aware that in the current economic climate, Liverpool City Region bus and train services have not had access to adequate funding from Central Government.

Council agrees that there is a huge amount of work to be done and funds to be raised if we are to honour our Climate Emergency declaration and also achieve zero-carbon transport by 2030.

Council notes the success of a workplace parking levy in Nottingham, but Council is aware that the bus system in Nottingham is owned by the Council and was never privatised in the same way as the LCR bus system. **Under current legislation, we could not legally operate a bus service and the Mersey Rail franchise does not end until 2028.**

Council accepts that there are pros and cons to a workplace parking levy, but that it warrants an officer report to understand whether it may be feasible or the right answer for the Wirral. It cannot simply be a tax on Wirral business and should not be passed on to employees or consumers. **Transport issues are better tackled at a City Region Level and the risk of Wirral unilaterally taxing its business sector could leave us at a regional disadvantage.**

Council also feels that this issue shouldn't be looked at in isolation and that all additional revenue stream options available to a local authority should be looked at as part of the officer report. This would potentially open up options such as secondary business rate, community infrastructure levy, tax increment financing, and other models.

Sources

<https://www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/workplace-parking-levy>

<https://bettertransport.org.uk/blog/better-transport/winning-policy-nottinghams-workplace-parking-levy>

<https://www.centreforcities.org/reader/funding-financing-inclusive-growth-cities/reviewing-funding-finance-options-available-city-combined-authorities/1-nottingham-workplace-parking-levy/>

Motion 4 – Conservative group amendment

4. Boosting Funds for Green Transport

Proposed by Councillor Mike Collins

Seconded by Councillor Cherry Povall

Delete paragraphs 4 and 5 and replace with:

“Council notes that while new workplace parking levies may appear to be an easy win, in practise they penalise some of the lowest paid workers with additional parking charges, including those who work during hours when public transport is not available or in locations where personal safety could be compromised.

“Council, instead, urges the Liverpool City Region Combined Authority to give increased priority to implementing the powers made available to it to improve public transport, as already underway by the Greater Manchester Combined Authority.”

Motion 4 – substantive motion incorporating Conservative group amendment

(1) BOOSTING FUNDS FOR GREEN TRANSPORT

Council notes that, following the declaration of a Climate Emergency in Wirral, the draft climate strategy states that:

- Transformation on an extraordinary scale is needed
- To meet our fair share of the global pollution reduction challenge means cutting CO2 by an average of 13.4% each year compared to the present reduction of around 3.8 % per year
- The transport sector accounts for 26% of Wirral's carbon foot print
- We must see a complete shift to fossil fuel free local travel by around 2030

Council is also aware that:

- Wirral has again been excluded from the City Region's plans for new train stations and there is no funding in place to boost the number of train stations in Wirral
- The bus network in Wirral continues to be eroded by the withdrawal of some services and reductions in others, leaving more and more residents isolated and increasing car dependency
- That the City Region's Cycling Infrastructure Plan to 2029 falls well short of providing a comprehensive network of safe cycling routes in Wirral and, to date, funding has only been secured for a single scheme in Wirral (Leasowe to Seacombe)
- That there is no plan in place for comprehensive public transport within the Wirral Waters area and the council has still to declare any alternative to the proposed streetcar scheme

Council therefore agrees that there is a huge amount of work to be done and funds to be raised if we are to honour our Climate Emergency declaration and also achieve zero-carbon transport by 2030.

Council notes that while new workplace parking levies may appear to be an easy win, in practise they penalise some of the lowest paid workers with additional parking charges, including those who work during hours when public transport is not available or in locations where personal safety could be compromised.

Council, instead, urges the Liverpool City Region Combined Authority to give increased priority to implementing the powers made available to it to improve public transport, as already underway by the Greater Manchester Combined Authority.

Sources

<https://www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/workplace-parking-levy>

<https://bettertransport.org.uk/blog/better-transport/winning-policy-nottinghams-workplace-parking-levy>

<https://www.centreforcities.org/reader/funding-financing-inclusive-growth-cities/reviewing-funding-finance-options-available-city-combined-authorities/1-nottingham-workplace-parking-levy/>

Motion 4 – Liberal Democrat group amendment

Proposed by Councillor Phil Gilchrist

Seconded by Councillor Andy Corkhill

(4) BOOSTING FUNDS FOR GREEN TRANSPORT

Para 5 beginning "Council therefore requests cabinet....."

Delete...

"a Workplace Parking Levy for Wirral using the Nottingham scheme as a model."

Insert...

"whether the development of the Workplace Parking Levy in Nottingham, a city with a congested road network and the benefit of a directly controlled bus service and advanced transport network and two established Air Quality Management Areas, has any lessons that can be transferred to the very different circumstances in Wirral."

Same para, third bullet point...

Delete...

"in the 2020/2021 financial year based on a zero charge per parking place with charging to commence from April 2021."

Insert...

"with particular reference to the lengthy process of consultation undertaken in Nottingham, the exemptions that had to be made for members of the NHS and other services, the impact on schools and an understanding of the impact on residential areas where parking might have been displaced from businesses into residential areas and the need for effective consultation with small businesses."

Motion 4 – substantive motion with Liberal Democrat group amendment

BOOSTING FUNDS FOR GREEN TRANSPORT

Council notes that, following the declaration of a Climate Emergency in Wirral, the draft climate strategy states that:

- Transformation on an extraordinary scale is needed
- To meet our fair share of the global pollution reduction challenge means cutting CO2 by an average of 13.4% each year compared to the present reduction of around 3.8 % per year
- The transport sector accounts for 26% of Wirral's carbon foot print
- We must see a complete shift to fossil fuel free local travel by around 2030

Council is also aware that:

- Wirral has again been excluded from the City Region's plans for new train stations and there is no funding in place to boost the number of train stations in Wirral
- The bus network in Wirral continues to be eroded by the withdrawal of some services and reductions in others, leaving more and more residents isolated and increasing car dependency
- That the City Region's Cycling Infrastructure Plan to 2029 falls well short of providing a comprehensive network of safe cycling routes in Wirral and, to date, funding has only been secured for a single scheme in Wirral (Leasowe to Seacombe)
- That there is no plan in place for comprehensive public transport within the Wirral Waters area and the council has still to declare any alternative to the proposed streetcar scheme

Council therefore agrees that there is a huge amount of work to be done and funds to be raised if we are to honour our Climate Emergency declaration and also achieve zero-carbon transport by 2030.

Council also notes the Workplace Parking Levy introduced by Nottingham City Council in 2012. This applies a charge for all employers with 11 or more parking spaces with funds ring fenced for transport improvements. To date, this has helped deliver:

- The highest bus and tram use per head in the country outside London.
- Reduced congestion, improvements to local air quality and lower carbon emissions
- Additional funding streams as every £1 generated by the levy has helped deliver an additional £2 in funding from external sources. This has helped

finance a doubling in the local tram network, refurbished train and bus stations and the fully electric Link bus network

Council therefore requests cabinet to ask relevant officers to prepare a report on whether the development of the Workplace Parking Levy in Nottingham, a city with a congested road network and the benefit of a directly controlled bus service and advanced transport network and two established Air Quality Management Areas, has any lessons that can be transferred to the very different circumstances in Wirral.

This to include but not limited to:

- The potential direct revenue generation to 2030 for Wirral Borough Council
- An estimate of additional funding from external sources leveraging the funds secured from a local levy

The practical steps required in order to introduce a scheme with particular reference to the lengthy process of consultation undertaken in Nottingham, the exemptions that had to be made for members of the NHS and other services, the impact on schools and an understanding of the impact on residential areas where parking might have been displaced from businesses into residential areas and the need for effective consultation with small businesses.

Sources

<https://www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/workplace-parking-levy>

<https://bettertransport.org.uk/blog/better-transport/winning-policy-nottinghams-workplace-parking-levy>

<https://www.centreforcities.org/reader/funding-financing-inclusive-growth-cities/reviewing-funding-finance-options-available-city-combined-authorities/1-nottingham-workplace-parking-levy/>

This page is intentionally left blank

Motion 5 - WIRRAL COUNCIL TO COMMIT TO KEEP IT LOCAL CAMPAIGN

Proposed by Councillor Janette Williamson

Seconded by Councillor Tony Jones

Wirral Council believes in the power of community. That's why we understand the best way to tackle the challenges we face as an authority and create transformative local services for our residents is to Keep it Local.

Keeping it Local means, we will work to harness the local potential that exists in our authorities' neighbourhoods and communities, by building strong local partnerships, sharing power and maximising local strengths.

In doing so, we can use public resources to invest in the local economy and support community capacity, Social Value and the opportunity to keep wealth in Wirral. We will provide services which intervene early to reduce long-term costs and drive down pressure on our public services.

Council notes that recent years have seen a trend towards outsourcing services at scale, which has crowded out local community organisations. Wirral Council aspire to adopt a different way: to Keep it Local.

Wirral Council calls upon Cabinet to join the Keep it Local Network – a coalition of forward-thinking councils like ours. To sign up to the network, Cabinet will commit to work towards six 'Keep it Local principles':

1. Think about the whole system, not individual public service silos.
2. Co-ordinate services at the neighbourhood level.
3. Increase local spend through progressive procurement to invest in the local economy.
4. Focus on early intervention now to save costs tomorrow.
5. Commit to communities and proactively support local organisations.
6. Commission services simply and collaboratively so they are 'local by default'

We call upon Cabinet to convene a discussion with the local community to co-design what it means to Keep it Local in the Wirral setting and continue to work with Locality and peer councils in the Keep it Local Network to assess and improve our current practice.

We also call on Cabinet to appoint a 'Keep it Local Champion' within the Cabinet and in the Senior Management Team to take ownership of this work and work with colleagues in pursuit of these aims.

This page is intentionally left blank

Motion 5 – Conservative group amendment

Wirral Council to Commit to Keep It Local Campaign

Proposed by Councillor Ian Lewis

Seconded by Councillor Helen Cameron

Add: Council further notes, that while the discussions regarding this issue have been ongoing, the Cabinet has, simultaneously awarded major value contracts to companies and suppliers based outside Wirral and the Liverpool City Region.

Council therefore urges Cabinet to adopt a solemn and binding target for a proportion of council spending to be spent with suppliers based in the City Region and for this work to include an objective analysis as to whether existing contracts deter local suppliers from bidding.

Motion 5 – substantive motion incorporating Conservative group amendment

WIRRAL COUNCIL TO COMMIT TO KEEP IT LOCAL CAMPAIGN

Proposed by Councillor Janette Williamson

Seconded by Councillor Tony Jones

Wirral Council believes in the power of community. That's why we understand the best way to tackle the challenges we face as an authority and create transformative local services for our residents is to Keep it Local.

Keeping it Local means, we will work to harness the local potential that exists in our authorities' neighbourhoods and communities, by building strong local partnerships, sharing power and maximising local strengths.

In doing so, we can use public resources to invest in the local economy and support community capacity, Social Value and the opportunity to keep wealth in Wirral. We will provide services which intervene early to reduce long-term costs and drive down pressure on our public services.

Council notes that recent years have seen a trend towards outsourcing services at scale, which has crowded out local community organisations. Wirral Council aspire to adopt a different way: to Keep it Local.

Wirral Council calls upon Cabinet to join the Keep it Local Network – a coalition of forward-thinking councils like ours. To sign up to the network, Cabinet will commit to work towards six 'Keep it Local principles':

1. Think about the whole system, not individual public service silos.
2. Co-ordinate services at the neighbourhood level.
3. Increase local spend through progressive procurement to invest in the local economy.
4. Focus on early intervention now to save costs tomorrow.
5. Commit to communities and proactively support local organisations.
6. Commission services simply and collaboratively so they are 'local by default'

We call upon Cabinet to convene a discussion with the local community to co-design what it means to Keep it Local in the Wirral setting and continue to work with Locality and peer councils in the Keep it Local Network to assess and improve our current practice.

We also call on Cabinet to appoint a 'Keep it Local Champion' within the Cabinet and in the Senior Management Team to take ownership of this work and work with colleagues in pursuit of these aims.

Council further notes, that while the discussions regarding this issue have been ongoing, the Cabinet has, simultaneously awarded major value contracts to companies and suppliers based outside Wirral and the Liverpool City Region.

Council therefore urges Cabinet to adopt a solemn and binding target for a proportion of council spending to be spent with suppliers based in the City Region and for this work to include an objective analysis as to whether existing contracts deter local suppliers from bidding.

Motion 5 – Green group amendment

Proposed by Councillor Pat Cleary

Seconded by Councillor Steve Hayes

In paragraph 5 replace “six” with “seven” and then add bullet point number seven as follows:

Promote a fully circular economy that designs out waste, keeps products and materials in use and maintains natural systems.

Motion 5 – substantive motion incorporating Green group amendment

WIRRAL COUNCIL TO COMMIT TO KEEP IT LOCAL CAMPAIGN

Proposed by Councillor Janette Williamson

Seconded by Councillor Tony Jones

Wirral Council believes in the power of community. That's why we understand the best way to tackle the challenges we face as an authority and create transformative local services for our residents is to Keep it Local.

Keeping it Local means, we will work to harness the local potential that exists in our authorities' neighbourhoods and communities, by building strong local partnerships, sharing power and maximising local strengths.

In doing so, we can use public resources to invest in the local economy and support community capacity, Social Value and the opportunity to keep wealth in Wirral. We will provide services which intervene early to reduce long-term costs and drive down pressure on our public services.

Council notes that recent years have seen a trend towards outsourcing services at scale, which has crowded out local community organisations. Wirral Council aspire to adopt a different way: to Keep it Local.

Wirral Council calls upon Cabinet to join the Keep it Local Network – a coalition of forward-thinking councils like ours. To sign up to the network, Cabinet will commit to work towards seven 'Keep it Local principles':

1. Think about the whole system, not individual public service silos.
2. Co-ordinate services at the neighbourhood level.
3. Increase local spend through progressive procurement to invest in the local economy.
4. Focus on early intervention now to save costs tomorrow.
5. Commit to communities and proactively support local organisations.
6. Commission services simply and collaboratively so they are 'local by default'
7. Promote a fully circular economy that designs out waste, keeps products and materials in use and maintains natural systems.

We call upon Cabinet to convene a discussion with the local community to co-design what it means to Keep it Local in the Wirral setting and continue to work with Locality and peer councils in the Keep it Local Network to assess and improve our current practice.

We also call on Cabinet to appoint a 'Keep it Local Champion' within the Cabinet and in the Senior Management Team to take ownership of this work and work with colleagues in pursuit of these aims.

This page is intentionally left blank

Motion 6 - BETTER PROVISION FOR STRAY, ABANDONED AND NEGLECTED DOGS

Proposed by Councillor Lesley Rennie

Seconded by Councillor Ian Lewis

Council congratulates the Friends of Birkenhead Kennels for their work, since 2010, to ensure that more stray, abandoned and neglected dogs are now cared for and rehomed. Council thanks those residents and businesses who support this important local facility.

Council believes that a previous proposal to close the kennels, relocating services to Halewood, has therefore been proved to be misguided and is grateful for those who helped to reverse it.

However, Council notes that the current premises, on Corporation Road, are no longer fit for purpose. Due to the acceleration of work at adjacent Wirral Waters, Council believes it is now appropriate for the Authority to identify more suitable, alternative premises, offered on the same terms as the current premises.

Council therefore requests Cabinet to instruct officers to undertake work, in consultation with the Friends of Birkenhead Kennels, to achieve this.

This page is intentionally left blank

Motion 6 – Labour group amendment

BETTER PROVISION FOR STRAY, ABANDONED AND NEGLECTED DOGS

Proposed by Councillor Julie McManus

Seconded by Councillor Brian Kenny

After 'rehomed' delete and replace with:

Paragraph 1: Insert '**wishes to**' after 'Council'

Delete paragraph 2 and 3 and insert new paragraph 2:

Council welcomes the decision of the administration at that time to shelve a previous proposal to relocate the kennels to Halewood ensuring that the current premises on Corporation Road remained open. Those premises are no longer fit for purpose not only due to the acceleration of work at adjacent Wirral Waters, but do not provide the best conditions for the animals welfare.

Motion 6 - substantive motion with Labour group amendment

BETTER PROVISION FOR STRAY, ABANDONED AND NEGLECTED DOGS

Proposed by Councillor Lesley Rennie

Seconded by Councillor Ian Lewis

Council congratulates the Friends of Birkenhead Kennels for their work, since 2010, to ensure that more stray, abandoned and neglected dogs are now cared for and rehomed. Council **wishes to** thank those residents and businesses who support this important local facility.

Council welcomes the decision of the administration at that time to shelve a previous proposal to relocate the kennels to Halewood ensuring that the current premises on Corporation Road remained open. Those premises are no longer fit for purpose not only due to the acceleration of work at adjacent Wirral Waters, but do not provide the best conditions for the animals welfare.

Council therefore requests Cabinet to instruct officers to undertake work, in consultation with the Friends of Birkenhead Kennels, to achieve this.

Motion 7 - APPRAISAL OF PARKING RESTRICTIONS IN WIRRAL

Proposed by Stuart Kelly
Seconded by Allan Brame

1. Council notes that the provision of parking restrictions (e.g. yellow lines) throughout the Borough is inconsistent with restrictions present where they may no longer be required and no restrictions present on junctions which present a danger to road users.
2. Council notes the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions...
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/609788/statutory-guidance-local-authorities-enforcement-parking-contraventions.pdf
3. Council notes para 6.1 which states:
Enforcement authorities should monitor their parking policies, enforcement regimes and associated regulatory framework (including penalty charge levels). They should appraise them when reviewing their Local Transport Plans and make recommendations for improvements to members.

Council is concerned that there has not been a comprehensive appraisal of parking restrictions in Wirral.

4. Council notes the guidance offered in para 6.4 which states:
 - *The appraisal should take account of:*
 - *existing and predicted levels of demand for parking;*
 - *the availability and pricing of on- and off-street parking places;*
 - *the impact on the local economy and the viability of local shops and high streets;*
 - *the justification for, and accuracy of, existing traffic orders;*
 - *the adequacy, accuracy and quality of traffic signing and road markings which restrict or permit parking;*
 - *the level of enforcement necessary for compliance;*
 - *the levels of penalty charges;*
 - *the need to resource the operation effectively and ensure that all parking staff are appropriately trained; and*
 - *impact on traffic flow, i.e. traffic or congestion outcomes.*

Council considers it is time that the Council undertakes such an appraisal in line with statutory guidance.

5. Council notes that when carrying out an appraisal, the guidance states at para 6.3:
The Secretary of State recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of

people and businesses with a range of different parking needs as well as taking into account the views of the Police.

Council considers that local Ward Members should also be consulted as the appraisal progresses.

6. Council therefore requests that Cabinet makes arrangements for a Wirral-wide review of its parking restrictions in line with statutory guidance.

Motion 7 – Labour group amendment

APPRAISAL OF PARKING RESTRICTIONS IN WIRRAL

Proposed by Councillor Tom Usher

Seconded by Councillor Liz Grey

Second paragraph of section 3: Delete and replace with ‘Council **welcomes the concerns that cabinet has expressed that there has not been a** comprehensive appraisal of parking restrictions in Wirral **and fully supports the administration’s moves to look at parking restrictions from a borough-wide perspective.**’

Second paragraph of section 4 – delete

Section 6 – delete and replace with:

‘6. **Council welcomes the work that has already been done on a** Wirral-wide review of its parking restrictions in line with statutory guidance **and asks that it explores all of the aspects outlined above.**’

Motion 7 – substantive motion incorporating Labour group amendment

APPRAISAL OF PARKING RESTRICTIONS IN WIRRAL

Proposed by Councillor Tom Usher

Seconded by Councillor Liz Grey

1. Council notes that the provision of parking restrictions (e.g. yellow lines) throughout the Borough is inconsistent with restrictions present where they may no longer be required and no restrictions present on junctions which present a danger to road users.

2. Council notes the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions...

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/609788/statutory-guidance-local-authorities-enforcement-parkingcontraventions.pdf

3. Council notes para 6.1 which states: Enforcement authorities should monitor their parking policies, enforcement regimes and associated regulatory framework (including penalty charge levels). They should appraise them when reviewing their Local Transport Plans and make recommendations for improvements to members.

Council **welcomes the concerns that cabinet has expressed that there has not been a comprehensive appraisal of parking restrictions in Wirral and fully supports the administration's moves to look at parking restrictions from a borough-wide perspective.**

4. Council notes the guidance offered in para 6.4 which states:

- *The appraisal should take account of:*
- *existing and predicted levels of demand for parking;*
- *the availability and pricing of on- and off-street parking places;*
- *the impact on the local economy and the viability of local shops and high streets;*
- *the justification for, and accuracy of, existing traffic orders;*
- *the adequacy, accuracy and quality of traffic signing and road markings which restrict or permit parking;*
- *the level of enforcement necessary for compliance;*
- *the levels of penalty charges;*
- *the need to resource the operation effectively and ensure that all parking staff are appropriately trained; and*
- *impact on traffic flow, i.e. traffic or congestion outcomes.*

5. Council notes that when carrying out an appraisal, the guidance states at para 6.3:

The Secretary of State recommends that enforcement authorities consult locally on their parking policies when they appraise them. They should seek the views of

people and businesses with a range of different parking needs as well as taking into account the views of the Police. Council considers that local Ward Members should also be consulted as the appraisal progresses.

6. Council welcomes the work that has already been done on a Wirral-wide review of its parking restrictions in line with statutory guidance and asks that it explores all of the aspects outlined above.

This page is intentionally left blank

Motion 8 - BOROUGH OF CULTURE ACHIEVEMENTS

Proposed by Councillor Brian Kenny

Seconded by Councillor Jean Stapleton

“Council notes the recent events held in Wirral and their success in bringing many thousands of visitors to the Borough, as well as providing unrivalled entertainment for local residents. The Wirral Food & Drink Festival was a huge success, attracting vendors from across the region and providing a platform for local producers – and seeing many thousands of visitors able to enjoy the best of our Borough. In addition, this took place alongside music events over two nights, which saw the Royal Liverpool Philharmonic Orchestra and popular Merseyside bands the Lightning Seeds, China Crisis and the Christians give memorable performances. This event was then followed, just days later, with the OVO Energy Tour of Britain stage five taking place in Wirral. The event started and ended in Birkenhead Park – our historic park which was showcased to the world by global live TV coverage. Also, the launch of the “Sir David Attenborough” at Cammell Lairds, on 26th September, was a cause for great celebration and pride.

These events took place as part of Wirral’s year as the Borough of Culture, which has seen events ranging from the return of the Walker Cup golf tournament to the Royal Liverpool Golf Club in Hoylake, art exhibitions, Animated Square, the River Festival and many more.

Council congratulates the Cabinet member Christine Spriggs and all those Officers, staff and volunteers who have worked tirelessly to ensure the huge success of these events, showing this Borough in the best possible light.

Council agrees to congratulate and thank everyone involved, for their vision, hard work and commitment.

Finally, Council wishes to thank all residents who have supported and/or participated in any of the recent events”.

This page is intentionally left blank

Motion 9 - EVERY CHILD MATTERS

Proposed by Councillor Wendy Clements

Seconded by Councillor Cherry Povall

Council welcomes the increasing numbers of children attending 'good' or 'outstanding' schools in the Borough and increasing levels of achievement and attainment at all stages.

Council believes that only a wide range of schools, catering for the needs of all Wirral's children, can ensure that no child is left behind and that all children reach their full potential.

Council is therefore opposed to proposals by the Labour Party to abolish the independent Kingsmead School and Birkenhead School, as part of a misguided attempt to play politics with 1,000 children and their futures. Such a policy will also harm the children who need the greatest support, regardless of their parents' ability to pay.

Council therefore requests the Leader of the Council to write to both schools to reassure them of the Council's support.

This page is intentionally left blank

Motion 9 – Labour group amendment

EVERY CHILD MATTERS

Proposed by Councillor Tom Usher

Seconded by Councillor Liz Grey

Delete paragraphs 3 and 4 and replace with:

‘Council urges this Government to reverse the shameful decline in finances for the State Education Sector and adequately fund all State schools and in particular SEND education. This Council agrees that all educational opportunity should be equal. This is only possible if State Education is properly funded to match the provision in Independent Schools.’

Motion 9 – substantive motion incorporating Labour group amendment

EVERY CHILD MATTERS

Council welcomes the increasing numbers of children attending ‘good’ or ‘outstanding’ schools in the Borough and increasing levels of achievement and attainment at all stages.

Council believes that only a wide range of schools, catering for the needs of all Wirral’s children, can ensure that no child is left behind and that all children reach their full potential.

~~Council is therefore opposed to proposals by the Labour Party to abolish the independent Kingsmead School and Birkenhead School, as part of a misguided attempt to play politics with 1,000 children and their futures. Such a policy will also harm the children who need the greatest support, regardless of their parents’ ability to pay.~~

~~Council therefore requests the Leader of the Council to write to both schools to reassure them of the Council’s support.~~

Council urges this Government to reverse the shameful decline in finances for the State Education Sector and adequately fund all State schools and in particular SEND education. This Council agrees that all educational opportunity should be equal. This is only possible if State Education is properly funded to match the provision in Independent Schools.

Motion 9 – Liberal Democrat group amendment

EVERY CHILD MATTERS

Proposed by Councillor Phil Gilchrist

Seconded by Councillor Chris Carubia

Delete paras 3 and 4.

Insert a third para...

"Notwithstanding this, Council recognises that a number of parents currently, and in the future, will wish to continue to exercise their choice and prefer to educate their children outside the state-funded system."

Motion 9 – Substantive motion incorporating Liberal Democrat group amendment

EVERY CHILD MATTERS

Council welcomes the increasing numbers of children attending ‘good’ or ‘outstanding’ schools in the Borough and increasing levels of achievement and attainment at all stages.

Council believes that only a wide range of schools, catering for the needs of all Wirral’s children, can ensure that no child is left behind and that all children reach their full potential.

Notwithstanding this, Council recognises that a number of parents currently, and in the future, will wish to continue to exercise their choice and prefer to educate their children outside the state-funded system.

Motion 10 - DELIVERING A NEW DEAL FOR TRANSPORT

Proposed by Councillor Phil Gilchrist

Seconded by Councillor Dave Mitchell

This Council

- a) welcomes the action of Members who raised the issue of changes and reductions to Wirral bus services at the Transport Committee of the Liverpool City Region Combined Authority on 18 July 2019
- b) remains frustrated that changes introduced in September 2019, with the removal of good connections and direct links, affect access to Arrowe Park Hospital and other communities
- c) recalls that a Motion put forward by Cllr Stuart Kelly and seconded by Cllr Allan Brame in December 2018 called on Metro Mayor Steve Rotheram to exercise powers devolved under the Bus Services Act 2017 and move towards a fully franchised bus network for LCR and Wirral (minute 90 refers) <http://s03vs-intrcm.core.wcent.wirral.gov.uk/mgAi.aspx?ID=46436>

Council notes that the Transport Committee of the Liverpool City Region Combined Authority considered the Transport Plan on 13 June 2019...

<https://moderngov.merseytravel.gov.uk/documents/s37842/09b%20-%20CA%20Transport%20Plan%20-%20Appendix%20Two.pdf>

and that there is, within it, 'Priority Action 3.2' that is ...

" To consider the opportunities set out within the 2015 LCR Devolution Deal and Bus Services Act 2017 relating to new forms of ownership and control of local bus services. An Outline Business Case will be developed by spring 2020"

Whilst Council understands that Merseytravel is currently evaluating two potential alternative models, enhanced partnerships and franchising, it has concerns over the length of time to achieve this whilst the Wirral's residents suffer from gaps in services and services that do not meet local needs.

Council observes that in June 2019, the Mayor of Greater Manchester set out to progress the franchising model...

<https://ilovemanchester.com/andy-burnham-announces-our-network-plan-integrated-modern-accessible-public-transport-system/>

though this has brought the predictable reaction from Stagecoach...

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/bus-firms-legal-action-manchester-16481755>

In view of the likely progress in Manchester, this Council considers it essential that Merseyside collects information from other areas, learns from their experience and speeds up the process of securing bus services that meet local needs, provide services that are reliable and efficient and, in this process, cuts carbon emissions to deal with the climate emergency.

Accordingly this Council requests that our Metro Mayor ensure that Merseytravel's evaluation is brought forward, concluded speedily and effected as soon as practicable.

Motion 10 – Labour group amendment

Proposed by Councillor Steve Foulkes

Seconded by Councillor Liz Grey

Keep all but delete 2 paragraphs:

“Whilst Council understands...” and “In view of the likely...”

And ends:

“Accordingly, this Council requests that our Metro Mayor ensures that Merseytravel’s evaluation is concluded speedily and effected as soon as practicable, in line with due process.”

Motion 10 – substantive incorporating Labour group amendment

DELIVERING A NEW DEAL FOR TRANSPORT

This Council a) welcomes the action of Members who raised the issue of changes and reductions to Wirral bus services at the Transport Committee of the Liverpool City Region Combined Authority on 18 July 2019 b) remains frustrated that changes introduced in September 2019, with the removal of good connections and direct links, affect access to Arrowe Park Hospital and other communities c) recalls that a Motion put forward by Cllr Stuart Kelly and seconded by Cllr Allan Brame in December 2018 called on Metro Mayor Steve Rotheram to exercise powers devolved under the Bus Services Act 2017 and move towards a fully franchised bus network for LCR and Wirral (minute 90 refers) <http://s03vs-intrcm.core.wcent.wirral.gov.uk/mgAi.aspx?ID=46436>

Council notes that the Transport Committee of the Liverpool City Region Combined Authority considered the Transport Plan on 13 June 2019... <https://modern.gov.merseytravel.gov.uk/documents/s37842/09b%20%20CA%20Transport%20Plan%20-%20Appendix%20Two.pdf> and that there is, within it, 'Priority Action 3.2' that is ... " To consider the opportunities set out within the 2015 LCR Devolution Deal and Bus Services Act 2017 relating to new forms of ownership and control of local bus services. An Outline Business Case will be developed by spring 2020"

~~Whilst Council understands that Merseytravel is currently evaluating two potential alternative models, enhanced partnerships and franchising, it has concerns over the length of time to achieve this whilst the Wirral's residents suffer from gaps in services and services that do not meet local needs.~~

Council observes that in June 2019, the Mayor of Greater Manchester set out to progress the franchising model...

<https://ilovemanchester.com/andy-burnham-announces-our-network-plan-integrated-modern-accessible-public-transport-system/>

though this has brought the predictable reaction from Stagecoach...

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/bus-firms-legal-action-manchester-16481755>

~~In view of the likely progress in Manchester, this Council considers it essential that Merseyside collects information from other areas, learns from their experience and speeds up the process of securing bus services that meet local needs, provide services that are reliable and efficient and, in this process, cuts carbon emissions to deal with the climate emergency.~~

Council observes that in June 2019, the Mayor of Greater Manchester set out to progress the franchising model... <https://ilovemanchester.com/andy-burnham-announces-our-network-plan-integratedmodern-accessible-public-transport-system/>

though this has brought the predictable reaction from Stagecoach...

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/bus-firmslegal-action-manchester-16481755>

Accordingly this Council requests that our Metro Mayor ensure that Merseytravel's evaluation is concluded speedily and effected as soon as practicable, in line with due process.

This page is intentionally left blank

Motion 11 - THE PLACEMENT MARKET IS NOT WORKING FOR CHILDREN OR FOR THE PUBLIC PURSE

Proposed by Councillor Tom Usher

Seconded by Councillor Liz Grey

For the past decade austerity has caused the numbers of children in care to increase drastically. This coupled with a national decline in foster carers has seen a steep rise in the demand for care placements.

Councils have in the past few years seen eye watering increases in the cost of these placements, in a poorly regulated sector of the economy dominated by private providers. While many providers are providing quality placements, the focus for some is profitability. The cost of care placements for local authorities in the northwest have in some cases reported a 33% increase over three years, whilst the largest care provider boasts a 26% return on its children's services "investments".

Council welcomes the emerging strategy designed to tackle this issue including:

- Increasing our in-house capacity
- Bolstering our foster carer numbers
- Working with other local authorities to focus on the supply of services available and consider commissioning arrangements

Council also asks that the government does its part. Children's Services has not been allocated adequate funding by the government. It is also up to the government to provide central oversight and control of a market that is not, at present, working for children or for the public purse. Council requests that the leader and lead member write to government to express these concerns.

This page is intentionally left blank

Motion 12 - BIOSOLAR ROOFING ON ALL SUITABLE FLAT ROOFS

Proposed by Councillor Andy Corkhill

Seconded by Councillor Allan Brame

Council notes:

1. that a Climate Emergency, with the amendment that it contained practical policy, was passed on 15 July 2019;
2. that climate change, as well as being a national and international issue, needs to be addressed effectively at local level;
3. that the Council has a goal of reducing its CO2 emissions by 60% by 2025;
4. that the Wirral Biodiversity Action Plan urges the integration of biodiversity conservation objectives into all policy formulation, decision making and service delivery.

Council recognises that:

- a) BioSolar roofing combines biodiverse green and solar photovoltaic technology, providing water attenuation, biodiversity and habitat enhancement, and clean, renewable energy (see <https://livingroofs.org/introduction-types-green-roof/biosolar-green-roofs-solar-green-roofs/>)
- b) Green roofs and solar are complementary technologies that will accelerate the biodiversity net gain requirement the UK must achieve;
- c) BioSolar roofing is an important element of urban design if we are to create buildings that are zero-carbon and energy positive and meet biodiversity gain requirements;
- d) BioSolar roofing will help achieve significant carbon reduction and show that the Council is serious about implementing solutions and taking practical steps to respond to the climate emergency motion.

Accordingly, Council

- (i) agrees with the principle of installing bio and solar roofing on all suitable flat roofing owned by the Council, and on all new builds with flat roofs and
- (ii) requests Cabinet urgently to investigate practical steps to implement this policy.

This page is intentionally left blank

Motion 13 - SAFER ROADS

Proposed by Councillor Liz Grey

Seconded by Councillor Tom Usher

Council notes that one of the main concerns raised by Wirral residents is that of speeding traffic.

Council also acknowledges that, on investigation, it is often the case that traffic is not breaking the speed limit of 30mph on most residential roads but is still causing a nuisance and preventing people from feeling that they are safe.

Council recognises that roads need to be safe and need to feel safe.

Council agrees that we should seek to calm and reduce traffic along our residential roads in order to reduce air pollution, noise pollution and dangerous greenhouse gas emissions and also to improve safety and people's perception of safety, promoting walking and cycling and further enabling the model shift from car to active travel that is so important in the current environment and climate emergency.

Council therefore asks Cabinet to instruct officers to seek funding and to explore measures to calm and reduce traffic speeds on local residential roads, as soon as possible across the borough, working with the Police to ensure full effectiveness.

Council should note that it is the intention of the Cabinet portfolio holder for Environment and Climate Change to write to the Secretaries of State for Transport and Environment to request adequate funding for the implementation of such schemes.

This page is intentionally left blank

Motion 13 – Green group amendment

SAFER ROADS

Proposed by Councillor Pat Cleary

Seconded by Councillor Chris Cooke

Insert a new penultimate paragraph as below. All preceding and subsequent paragraphs to remain unchanged:

Specifically, Council agrees that our urban areas need more 20mph speed limits to create safer streets and more vibrant communities where people live, work and shop. Already more than 20 urban authorities in the UK have a policy of setting 20mph as the default for all their streets. Council therefore requests cabinet to identify a substantial pilot area within Wirral to trial a comprehensive 20 mph zone with a view to rolling out a Borough-wide programme. This should be based on the scheme already implemented by Edinburgh City Council:

<https://www.livingstreets.org.uk/media/3466/edinburgh-20mph.pdf>

Motion 13 – substantive motion incorporating Green group amendment

SAFER ROADS

Council notes that one of the main concerns raised by Wirral residents is that of speeding traffic.

Council also acknowledges that, on investigation, it is often the case that traffic is not breaking the speed limit of 30mph on most residential roads but is still causing a nuisance and preventing people from feeling that they are safe.

Council recognises that roads need to be safe and need to feel safe.

Council agrees that we should seek to calm and reduce traffic along our residential roads in order to reduce air pollution, noise pollution and dangerous greenhouse gas emissions and also to improve safety and people's perception of safety, promoting walking and cycling and further enabling the model shift from car to active travel that is so important in the current environment and climate emergency.

Council therefore asks Cabinet to instruct officers to seek funding and to explore measures to calm and reduce traffic speeds on local residential roads, as soon as possible across the borough, working with the Police to ensure full effectiveness.

Specifically, Council agrees that our urban areas need more 20mph speed limits to create safer streets and more vibrant communities where people live, work and shop. Already more than 20 urban authorities in the UK have a policy of setting 20mph as the default for all their streets. Council therefore requests cabinet to identify a substantial pilot area within Wirral to trial a comprehensive 20 mph zone with a view to rolling out a Borough-wide programme. This should be based on the scheme already implemented by Edinburgh City Council:

<https://www.livingstreets.org.uk/media/3466/edinburgh-20mph.pdf>

Council should note that it is the intention of the Cabinet portfolio holder for Environment and Climate Change to write to the Secretaries of State for Transport and Environment to request adequate funding for the implementation of such schemes.

Motion 14 - KEEPING ALLEYWAYS CLEAR

Proposed by Councillor Allan Brame

Seconded by Councillor Andy Corkhill

Council notes the Council's obligation to keep alleyways and entries free from waste build-up in order to maintain free passage for residents who are expected to present their bins for collection at the ends of the alleys.

Council notes that if an alleyway becomes unpassable with a wheelie bin, it is impossible for residents to place their bins as required by the Council.

Council notes that Biffa is engaged to keep the alleyways clear of rubbish via a regular cleanse.

However, Council notes that rubbish is not the only impediment to residents seeking to present their bins as required and that overgrown vegetation/weeds, standing water due to blocked drains and fly tipping can also serve to make alleyways impassable.

Council therefore requests that the appropriate Cabinet Member puts in place arrangements to ensure that overgrown vegetation/weeds, standing water and fly tipping are included in the general maintenance of all adopted and unadopted alleyways that it has an obligation to keep clear for waste collection purposes.

This page is intentionally left blank

Motion 14 – Labour amendment

KEEPING ALLEYWAYS CLEAR

Proposed by Councillor Julie McManus

Seconded by Councillor Tony Jones

In paragraph 1, insert 'adopted' before 'alleyways'

In paragraph 5, delete text after 'requests that' and replace with

'Cabinet to instruct Council Officers to put in place arrangements to ensure that overgrown vegetation/weeds, standing water are included in a general maintenance programme of all adopted alleyways that it has an obligation to keep clear for waste collection purposes. Council requests Cabinet to instruct Council Officers to consider how unadopted alleyways can be kept clear of rubbish and overgrown vegetation/weeds reporting back their recommendations to the relevant overview and scrutiny committee.'

Motion 14 – Substantive Motion with Labour amendment

KEEPING ALLEYWAYS CLEAR

Council notes the Council's obligation to keep **adopted** alleyways and entries free from waste build up in order to maintain free passage for residents who are expected to present their bins for collection at the ends of the alleys. Council notes that if an alleyway becomes unpassable with a wheelie bin, it is impossible for residents to place their bins as required by the Council. Council notes that Biffa is engaged to keep the alleyways clear of rubbish such as fly tipping via a regular cleanse.

However, Council notes that rubbish is not the only impediment to residents seeking to present their bins as required and that overgrown vegetation/weeds, standing water due to blocked drains and fly tipping can also serve to make alleyways impassable. Council therefore requests that **Cabinet instruct Council Officers to put in place arrangements to ensure that overgrown vegetation/weeds, standing water are included in a general maintenance programme of all adopted alleyways that it has an obligation to keep clear for waste collection purposes. Council requests Cabinet to instruct Council to Officers consider how unadopted alleyways can be kept clear of rubbish and overgrown vegetation/weeds reporting back their recommendations to the relevant overview and scrutiny committee.**

Motion 15 - BLUE FLAG BEACHES

Proposed by Councillor Liz Grey

Seconded by Councillor Allan Brame

Council acknowledges that Wirral's coastline deserves the best protection possible. Council acknowledges that following mistakes in managing our coasts, investigations are still ongoing, but lessons are already being learned.

Council acknowledges that the Blue Flag* award is an internationally recognised sign of the very best quality beaches and that neighbouring authorities have achieved Blue Flag status, indicating to visitors that their beaches are safe, clean and very well looked after.

Council agrees that WBC set as a target the achievement of blue flag beaches along all of our beautiful coastline and takes steps to achieve this as soon as possible, consulting and working with stakeholders. This will help us to improve biodiversity and add to our attractiveness as a visitor destination.

Council requests Cabinet to work with the scrutiny committee, and United Utilities and Welsh Water to ensure that water standards along our coasts are always up to blue flag standards.

*The Blue Flag Programme for beaches and marinas is run by the international, non-governmental, non-profit organisation FEE (the Foundation for Environmental Education). The Blue Flag Programme started in France in 1985. It has been implemented in Europe since 1987 and in areas outside of Europe since 2001, when South Africa joined. Today, Blue Flag has become a truly global Programme, with an ever-increasing number of countries participating in it.

The Blue Flag Programme promotes sustainable development in freshwater and marine areas. It challenges local authorities and beach operators to achieve high standards in the four categories of: water quality, environmental management, environmental education and safety. Over the years, the Blue Flag has become a highly respected and recognised eco-label working to bring together the tourism and environmental sectors at local, regional and national levels.

This page is intentionally left blank

Motion 15 – Conservative group amendment

Blue Flag Beaches

Proposed by Tony Cox
Seconded by Alison Wright

Insert additional paragraph after: '*.... up to Blue Flag standards.*'

Council notes that this should be achieved with current beach management arrangements also being adhered to, not least, arrangements with Natural England on beach management in Hoylake. This motion, and the reference to biodiversity, should not be allowed to be construed as carte blanche for the Cabinet Member to decide that Hoylake Beach is to be allowed to turn into Parkgate.

Motion 15 – substantive motion incorporating Conservative group amendment

BLUE FLAG BEACHES

Council acknowledges that Wirral's coastline deserves the best protection possible.

Council acknowledges that following mistakes in managing our coasts, investigations are still ongoing, but lessons are already being learned.

Council acknowledges that the Blue Flag* award is an internationally recognised sign of the very best quality beaches and that neighbouring authorities have achieved Blue Flag status, indicating to visitors that their beaches are safe, clean and very well looked after.

Council agrees that WBC set as a target the achievement of blue flag beaches along all of our beautiful coastline and takes steps to achieve this as soon as possible, consulting and working with stakeholders. This will help us to improve biodiversity and add to our attractiveness as a visitor destination.

Council requests Cabinet to work with the scrutiny committee, and United Utilities and Welsh Water to ensure that water standards along our coasts are always up to blue flag standards.

Council notes that this should be achieved with current beach management arrangements also being adhered to, not least, arrangements with Natural England on beach management in Hoylake. This motion, and the reference to biodiversity, should not be allowed to be construed as carte blanche for the Cabinet Member to decide that Hoylake Beach is to be allowed to turn into Parkgate.

*The Blue Flag Programme for beaches and marinas is run by the international, non-governmental, non-profit organisation FEE (the Foundation for Environmental Education). The Blue Flag Programme started in France in 1985. It has been implemented in Europe since 1987 and in areas outside of Europe since 2001, when South Africa joined. Today, Blue Flag has become a truly global Programme, with an ever-increasing number of countries participating in it.

The Blue Flag Programme promotes sustainable development in freshwater and marine areas. It challenges local authorities and beach operators to achieve high standards in the four categories of: water quality, environmental management, environmental education and safety. Over the years, the Blue Flag has become a highly respected and recognised eco-label working to bring together the tourism and environmental sectors at local, regional and national levels.